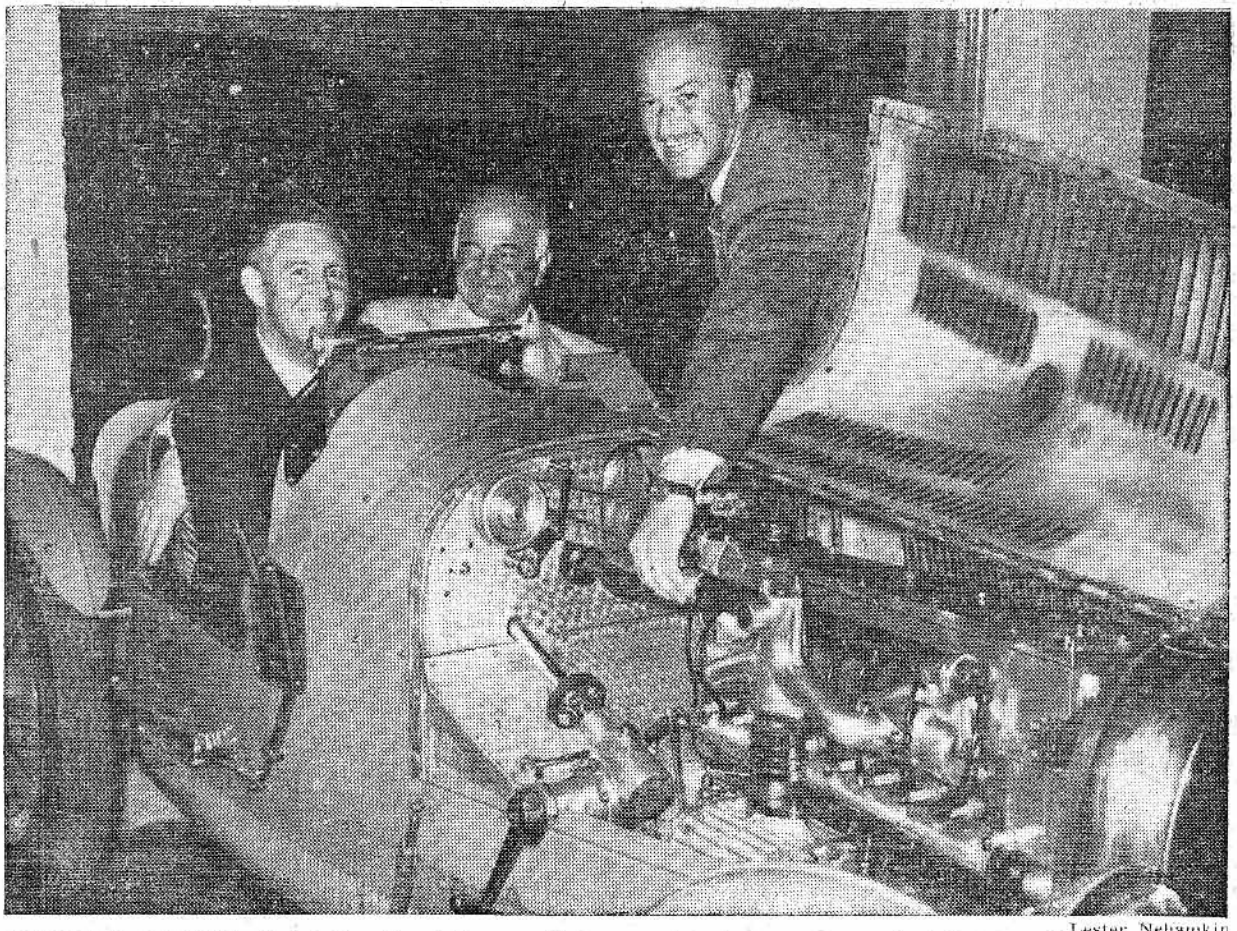
Mourning Discusses Pro Racing See Page 4

MOTOR RACING

Vol. 1—No. 4 — 2 — Los Angeles, Calif. — December 2-9, 1955 — Price 10c

PALM SPRINGS RACES ATTRACT ACE SPEEDSTERS GREGORY AND SHELBY

See Page 1



Lester Nehamkin

BELOVED BUGATTI—Bob Ests sits at the wheel of his beautiful 1928 Bugatti 35B which was the competition class winner in the highly successful SCCA Concours d'Elegance last Sunday at Miramar Hotel in Santa Monica. The car was rebuilt and put into its present gleaming condition by Otto Zipper, right, who points to huge powerplant. Between them is Pete De Paolo, in charge of the Ford Motor Co. Racing Division. The "Bug" will be entered in future Formula Libre races, preferably on shorter courses in which the straights are not too long.

Powell Harpoons Race Promoters See Page 2

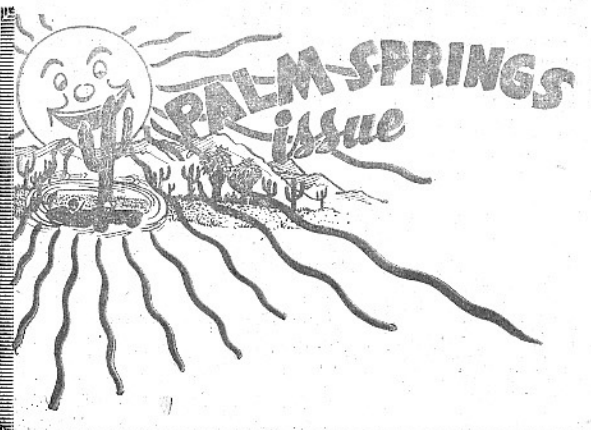
MOTOR RACING
Dec. 2-9, 1955
Vol. 1—No. 4 Los Angeles, Calif.—Price 10c

Road Races Planned For Torrey Jan. 14-15

IT'S NOT SIGNED, sealed and delivered, but don't be surprised if the next major sports car races in Southern California are held January 14-15 at Torrey Pines under the California Sports Car Club banner!

Club officials neither confirmed nor denied this, but they did say, "Meetings had been held and a contract had been discussed." At presstime, however, the contract had not been signed.

Obstacles are the cold and fog at Torrey this time of the year, plus the big gamble involved in weather insurance.



Nearly 300 Drivers Race at Palm Springs This Sat.-Sun.

STEVENSON RACES FORD TO VICTORY

By Joe Vollkommer

WILLOW SPRINGS, Nov. 20.—Chuck Stevenson, driving the Carl Dane 1956 Ford, roared to victory in the NASCAR 200-mile Grand National late model stock race at this road course today before an estimated 17,000 fans.

Stevenson, Garden Grove, started on the outside pole and took the lead on the initial go round, but before the 200 miles had been completed he had lost and regained the lead four times.

Marvin Panch, '56 Ford, was second, followed by Johnny Mantz, '56 Mercury; Jim Reed, '56 Chevrolet, and Allen Adkins, Dodge.

The big battle in one of the most thrilling stock car shows ever seen on the coast was between Stevenson, Panch, Mantz [illegible] and Reed.

Winning time was 3 hours and 15 seconds.

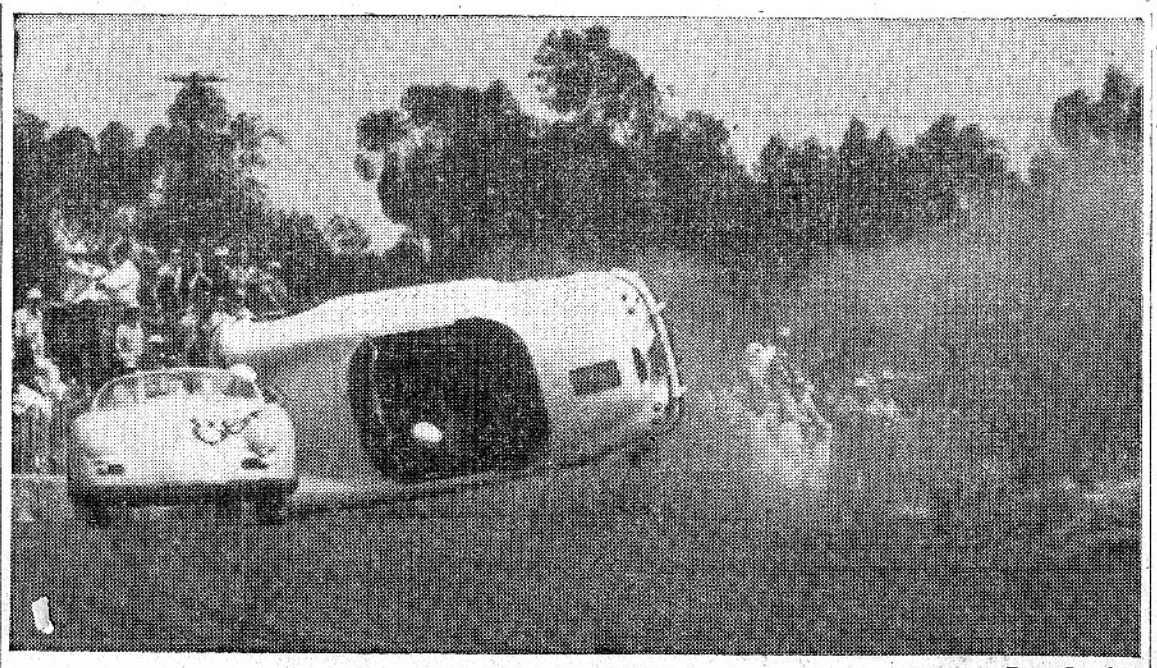
Reed grabbed the lead on the first corner, but lost it to Stevenson on the "S" turn on the backstretch. Reed had his hands full holding off Panch, and by the completion of the first lap it was Stevenson, Reed, Mantz, Panch and Adkins, all tightly bunched for the lead.

BUMPER TO BUMPER

Stevenson and Reed were bumper to bumper by the third lap. Mantz got by Reed for second on the fourth and he took out after Stevenson. Stevenson lapped the last place man on the fifth lap, just as Bill Moore made the first pit stop. Moore made it back on the same lap, just as Sam Lamm pitted for an adjustment. Ernie Young spun on the fourth turn, but got back in the race O. K. On the 10th lap Reed blew a skin and had to pit. His efficient crew had him back on the same lap, but he lost quite a few positions.

Parker pitted on the 11th lap and was out again on the same lap. Mantz was rapidly closing the gap between him and Stevenson. George Seegar went into the toolies on the last turn, got set straight and continued but lost one spot. By No. 15, Stevenson

(Continued on Page 3, Col. 3)



NOT A SCRATCH—This spectacular action at a Torrey Pines race was stopped by Dave Iwerks' camera. Ralph Myers' Porsche Speedster (158) hit the dirt in the infield on turn one, veering crazily onto the course, where you can see what happened. Car landed wheels up. Myers wound up with only a dented crash helmet. Car almost clipped rear end of Dale Johnson's Porsche (86).

Dave Iwerks

Parsons in Auto Win

Taking the lead on the 55th lap, popular Johnnie Parsons, 1950 Indianapolis champion, roared to victory in the 150-lap Grand Prix midget auto race before 6148 fans Thanksgiving night at Gardena Stadium.

Parsons, 38, Los Angeles, earned $600 from a $3100 drivers' purse after breaking the track record. His time was 38:42.30.

He won by 300 yards over Johnny Boyd. Jimmy Reece was third, followed by Danny Oakes, only ex-Grand Prix victor in the field; Rodger Ward, Johnny Baldwin and Johnnie Tolan.

Seven from a field of 18 finished. Tony Bettenhausen, the favorite, failed to qualify.

Summary:

Fastest Qualifying Time — Rodger Ward, 14:81.

3-Lap Trophy Dash — 1. George Amick, 2. Ward, 3. Skee Dedican, 4. Danny Oakes. 45:28.

15-Lap Semi-main—1. Frank Armi, 2. Walt Faulkner, 3. Jack Gardner. 3:51.43.

150-Lap Midget Grand Prix — 1. Johnnie Parsons (from 5th starting position); 2. Johnny Boyd (10th); 3. Jimmy Reece (6th); 4. Ward (1st); 5. Oakes (2nd); 6. Johnny Tolan (11th); 7. Johnny Baldwin (12th). 38:42.30 (new track record, old record 39:33.30 by Dempsey Wilson, April 16, 1955).

HILL, J. M'AFEE TOP CAL. FIELD IN NASSAU RACES

NASSAU, Bahamas — Phil Hill, Santa Monica, and Jack McAfee, Manhattan Beach, head a rugged California team of 13 entries competing in the second annual Bahamas Speed Week here Dec. 5-11.

Phil will be driving George Tilp's Monza Ferrari, the same type car in which he was second at Sebring and Hagerstown, Md., and first at Pebble Beach, Beverly, Mass.; Elkhart, Wis., Sacramento and recently at Grand Central in Glendale.

McAfee is due to drive two of John Edgar's powerhouses — a 4.9-liter Ferrari, capable of better than 170 mph, and a 550 Porsche Spyder. He goes in the 4.9, along with Hill, in the 210-mile Nassau Trophy road race for over 1500cc cars. He'll race the Spyder in the 105-mile Governor's Cup race for the under-1500cc cars.

The big $22,000 Ferrari is the one wrecked in the 1954 Mexican road race. It was shipped back to the Ferrari factory in

(Continued on Page 8, Cols. 1-2)

LADY OAKES, who drove in the 1954 sports car road races at Nassau, is expected to be an entry when Speed Week opens in the Bahamas Monday, December 5.

Motoracing Free List Ends Soon

It has been easy to come by MOTORACING in the past—but not so in the future.

For the free list is ending. In two weeks, you no longer will receive your copy gratis. Sorry.

Until the first of the year the subscription rate is $1 per year; after that $2. Turn to page 3 for the handy subscription form.

Fill yours out today so you won't miss a copy of MOTORACING.

PARRAVANO ENTERS HOT 4-MAN TEAM

By Gus V. Vignolle

All highways lead to Palm Springs this week-end (Dec. 3-4) for the ninth running of the California Sports Car Club's road races at the famous spa, where five years ago the sport had its beginning as it is now conducted.

At last count there were 224 cars entered and indications were that a few more would dribble in. Some 300 men and women drivers will compete in a series of seven races on Saturday and five on Sunday.

Practice is scheduled for Saturday morning, and racing begins at noon both days.

The big news which developed as MOTORACING went to press was that Tony Parravano, who has been stocking up on scads of Italian Farraris and Maseratis while in Europe, notified his office here that he is entering a potent team of four drivers for Palm Springs.

This came as a big surprise, since it was thought the wealthy Inglewood contractor would head for Nassau from New York for the Bahamas Speed Week, Dec. 5-11.

There were rumors, too, that the pint-sized Italian had not been invited to race at Nassau.

FOUR TOP PILOTS

Nevertheless, he told his office here that Scuderia Parravano would be represented at Palm Springs by the following:

Masten Gregory, Kansas City, Kans., 3-liter Maserati.

Carroll Shelby, Dallas, Tex., 4.9-liter Farrari.

Ken Miles, Hollywood, 1.5-liter Maserati.

Bill Pollack, Sherman Oaks, 2-liter Mondial Ferrari.

This came as a tremendous

(Continued on Page 6, Cols. 4-5)

PHIL HILL'S '31 PIERCE-ARROW TOP SCCA CONCOURS WINNER

Phil Hill, the Santa Monican who has an affinity for winning, be it on the race course or on the velvety lawn carpets that hold Concours d'Elegance entries, did it again.

Last Sunday at the highly-successful Sports Car Club of America Concours d'Elegance, the 28-year-old driver was very much at home. It was held at Santa Monica's Miramar Hotel—and Phil walked away with top honors.

His immaculate prize 1931 Pierce Arrow limousine was adjudged best-of-show after having won Class G (for classics of 1925-42 vintage).

The concours, under the able chairmanship of Eva May Johnson, drew some 60 top entries and made money for a worthy cause—the Observation Nursery School of the National Charity League.

Summary:

Class A (2-seater sports, under $2400 list): MG TC, Bill Ross; MG TC, Bruce Maine; MG TC, Frank Mason.

Class B (2-seater sports, $2400-$4500): Doretti, Bob Vandergrift; Corvette, Ed Clarquist; Corvette, Howard Baker.

Class C (2-seater sports, over $4500): Aston Martin, Don Schoenert; Aston Martin, Dorothy Olson; Lancia, Marion Weber.

Class D (Passenger cars, under $2400): Volkswagen, Jerry Becker; Volkswagen, Beverly and Leonard Clow.

Class E (Passenger cars, $2400-$4500): Riley, Levon Craig; Sunbeam Talbot, Courtney Van Ornum; Alvis, Alberto Marin.

Class F (Passenger cars, over $4500): Mercedes Benz 220, Ruth Lindsey; 48 Bentley, W. A. Anderson.

Class G (Classics, 1925-42): 1931 Pierce Arrow, Phil Hill; SS-100, Ray Rydell; Duesenberg, James Aiken.

Class H (Vintage, prior to 1925): 1907 Cadillac, Len Roos; 1910 Ford Torpedo, Carl Anderson; 1912 Buick, Howard Gordon.

Class I (Dealer entries not judged).

Class J (Competition): 1928 Bugatti, Bob Estes; 550 Porsche Spyder, Johnny Porter; C. Jaguar, Carlyle Blackwell.

Best-of-Show: 1931 Pierce Arrow, Phil Hill, reserve to best-of-show: 1907 Cadillac, Len Roos.

• Racing Pow-Wow

★ ★ ★

AT BEST, RACE PROMOTERS ARE MISERABLE LOT . . . OLD 'GOLD SUIT' NEVER GIVES UP

By Maury Powell

WE'VE MET a lot of auto racing promoters in our time, and must admit that most of them are a pretty miserable lot.

Now, that's not a holiday-spirit manner in which to lead off a column, but a recent occurrance in Los Angeles just brought the matter to a head.

Most promoters we've met are ill-mannered, ill-tempered, ill-clothed and/or just plain ill. We don't know what makes 'em that way, but the fact remains that MOST promoters are plain n.g. Maybe it's one of the union requisites before you get a promoter's license.

MAURY POWELL

The incident that brought up the subject involves Promoter Bill White. He simply refused to pay off a guaranteed and advertised purse of $8,400, of which he was on the hook for 8G's and two accessory firms—PurOlator and Champion Spark Plugs—$400. The event was the 200-miler Nov. 20 at Willow Springs, won by Chuck Stevenson in a 1956 Ford.

White gave NASCAR reps checks and cash amounting a $5,000, saying that he was taking the "Las Vegas rate." This referred to Charley Curryer's "cut-rate" price of 5G's for his Oct. 16 show, when by all NASCAR rules the purse should have been $8,400, too. Western Rep Bob Barkhimer of San Jose was called on the NASCARpet for that one.

Tony Coldewey, NASCAR's chief steward, had to retain Attorney Forrest N. Fugate to whip up a $3,000 suit, and was, at this writing, hopeful that Johnny Mantz and Chuck Stevenson, top finishers, would sign their names to the complaint.

• • •

POOR DRIVERS MUST WORRY ABOUT PAY OFF

Isn't this miserable? In this day and age, a driver risking his neck still has to worry about getting paid off!

What a black mark against NASCAR just when it's getting a firm foothold in the West!

Another thing against NASCAR and/or White was the heavy publicity given to the "entries" of Tim Flock and Norm Nelson driving 1955 Chrysler 300's. Another race was scheduled the same day as the Willow Springs show in Charlotte, N.C., which never should have been permitted. Thus, while many fans paid to see Flock and Nelson, these two were having a ball 3000 miles away.

Somebody should have known in advance about their remaining East, and given the Western public a fair shake as to who actually would be competing.

• • •

HONEST ADVERTISING IN RACING

MOTORACING is going to crusade for honest advertising in racing, and will make it a point to blast those organizations and promoters who insist upon false or misleading notices concerning their events.

MOTORACING admittedly used the names of Flock and Nelson, but had no way of checking them because Promoter White allegedly was under the impression until the very last that they would be on hand. Or was he just saying that in order to avoid paying them a slight "appearance" deal?

Fans, when you've been told that certain cars and or drivers are to compete in an event, you're entitled to see them when you pay your admission fee. When your theater marquee reads "The Sex Life of a Promoter," that's what you expect to see when you take your seat inside, no?

Why should it be otherwise at an auto racing meet?

• • •

AS USUAL, 'GOLD SUIT' HORNS IN

While we're on the subject (ugh) of promoters, how about that guy in the gold suit who deliberately horned in on ceremonies involving a Phoenix promoter? The latter was being honored as "Arizona's Maharajah of Speed" during the 100-miler program there recently.

All of a once and a sudden like—this chap in the 10-gallon hat and gold suit comes charging into the arena, rips the turban off Promoter Ernie Mohamed's head, and proceeds to put it atop his own 10-gallon hat!

Well, you could have flattened us with a strawberry shortcake!

What effrontery! What crass boorishness!

First off, the guy in the gold suit wanted to come to Phoenix as an AAA official, a job he asked for from Zone Supervisor Gordon Betz. It evidently was impossible for this chap to go anywhere unless he was noted as a Big Shot, with an armband to match. To be merely a paid customer was beneath his dignity, one would think.

Betz checked with the Phoenix promoter, who indicated that his program already was made up with a list of names previously supplied. Besides, the Phoenix show wouldn't miss this chap's presence, one way or another, the promoter let it be known.

• • •

EVEN PHOTOGS COULDN'T STOMACH IT

Gold Suit didn't get the official's job.

But he got himself into the limelight, all right.

Just plain horning-in on another guy's moment of glory.

Hey, Gold Suit, you'll never see any of those pictures you thought you were posing for.

Even the photogs couldn't stomach that one!

SUBSCRIBE NOW—TODAY . . .

MOTORACING'S free list ends soon, so to insure not missing an issue, subscribe today. Fill out the handy blank on page 3. Rate goes up after the first of the year.

MOTORACING

Published biweekly by Povike, Inc. Editorial and business offices located at:

8826 Sunset Blvd.
Los Angeles 46, Calif.
CRestview 6-7165

Gus V. Vignolle.....Editor
Maury Powell.....Managing Editor
Tom Kennington.....Advertising & Business Manager
Bill Gardner.....Assistant Advertising Manager
June Vignolle....Circulation Manager
Art Lauring, Jim Mourning, Gresvick Von Kneissel, Buzz De Bardas, Lester Nehamkin, Myra Jones, Spencer Sprocket, Mike Siakooles.....Staff Writers
Bill Harmer.....Staff Artist
Lester Nehamkin, Dave Davidson.....Staff Photographers
Anne Evans.....Secretary

Advertising Rates on Request

★

Letters

★

Thank You, John

Congratulations on your second issue of MOTORACING. (The first issue of any new publication doesn't count, no matter how good it seems to be.)

Your paper fills an obvious gap and we know it will prove to be a permanent and worth-while venture.

ROAD AND TRACK
John R. Bond
Publisher

(ED. NOTE: Coming from such a fine publication as **Road and Track** *and such an authority as John Bond, this letter packs weight!)*

Authoritative Columnists

Congratulations on your new sheet!

MOTORACING is exactly the type of publication we've been needing out here on the West Coast for a long time. It is heartening, indeed, to be able to read full and complete accounts of the events while they're still interesting.

Your authoritative columnists and features make a big plus to the news.

I trust from the number of ads that you're healthy. I sincere-hope so. Here's my buck.

Robert P. Sutton
KNX Columbia Pacific Radio Network
Los Angeles 28

Rallye Enthusiasts

Thought you'd be interested in the latest rallye news. As a contestant at the last Lockheed sports car rallye, we were quite amazed when we tried to borrow a flashlight from a new rallye fan (their first) only to find that they were equipped with a handful of wooden king-size matches. This we call terrific enthusiasm, plus the fact they won a trophy.

Enjoying your paper very much. Good luck and success.

Hans J. Koelln
Los Angeles 5.

Long-Felt Need

Congratulations, huzzahs, and cheers! MOTORACING is the perfect answer to a need long felt in many motor-minded circles, both aficionado and 'novicianado'.

If the other members of the Santa Barbara Chapter FCCA haven't already got their checks in the mail it's probably a temporary oversight. I'm sure it's been a long time since any new automotive publication could have met with such enthusiastic reception.

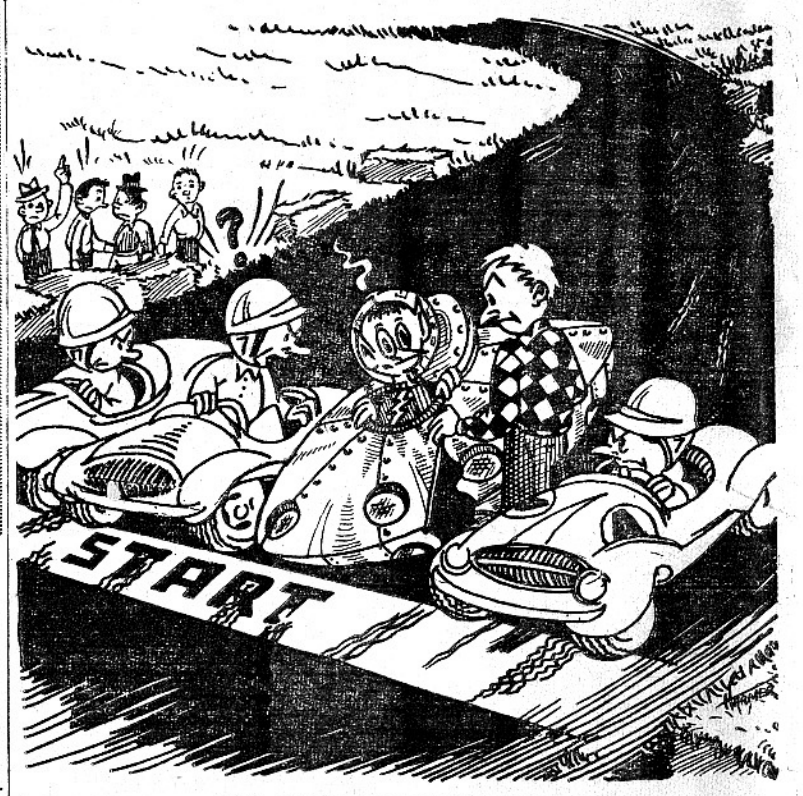
Enclosed is the buck for mine, plus my personal thanks to an entire hard-working crew for a job well done from the first issue.

Roz Catlett
Santa Barbara, Calif.

P. S.: To Anne Evans . . .

(Continued on Page 9, Cols. 1-3)

★ SPORTS CAR-TOON . . . by Bill Harmer



'OF COURSE IT'S STOCK!'

THE DUKE WONDERS . . .

IF MANY people know that the figures given in the recent road test of a highly-touted and long-awaited sports car were doctored because the results were even more disappointing than those that appeared in print?

• • •

When the CSCC is going to stop picking dinner-meeting spots on the basis of the prejudices of the poobahs and start choosing them because of good food so they'll draw a larger crowd than the 35 (new low) who showed the last time?

• • •

Whether the new TR-3, which debuts at the Pan-Pacific on Dec. 1, will make some of the marque's enthusiasts, who have been complaining about the styling, any happier?

• • •

What driver at the Glendale race nearly had a nervous lapse because a technical inspector insisted on accompanying him to the starting grid while he had part of his quick change was injection system hidden under his jacket?

• • •

If anyone has noticed the startling resemblance between the MG A and the MG, often thought to be the missing TE, which appeared at Le Mans in 1951?

• • •

Whether the SCCA feels it is creating good press relations by forcing accredited correspondents to remove their working vehicle from an area, only to permit friends of the big mucks to bring theirs in?

• • •

If the above mentioned club thinks it can cook up events without competitors or if their high-handed treatment of some of the drivers wanting to run in the main event was just thoughtlessness?

• • •

How much truth there is to the story that a prominent CSCC race official's switch in cars was caused by a bitter beef with the local distributor of his previous bomba?

• • •

If the practice of writing a competition machine off income taxes as so much scratch spent on advertising doesn't constitute an unfair advantage for certain firms under existing regulations?

• • •

Whether the official word will ever get out to feuding club members about how SCCA material was printed in the CSCC office just prior to the Glendale race?

• • •

If any of those on hand for the Glendale affair were confused over sponsorship because of the vast array of CSCC officials in attendance?

• • •

If a certain sports car aficionado and columnist will take his Bermuda shorts to Palm Springs and try again?

Carter Racing Director For U. S. Auto Club

DUANE CARTER, 42, Speedway City, Ind., a popular driver with many years of experience in all types of auto racing, has accepted appointment as Director of Racing for the United States Auto Club on a full-time basis.

Effective immediately, it will be Carter's responsibility to carry out the general policies of the new organization, which will succeed the Contest Board of the American Automobile Association as the governing body of racing on January 1.

USAC plans an expanded program of activity in all divisions of racing for 1956, with greater emphasis than ever before on safety.

Carter started his racing career on California tracks in 1932, concentrating on midget events.

He is a veteran of eight Indianapolis 500-mile races and the last three Mexican road races. His best showing at Indianapolis was in 1952, when he drove the Belanger Special to fourth place. He was AAA Midwest sprint car champion in 1951.

• Vignettes

★ ★ ★

RANDOM THOUGHTS WHILE SLAVING TO FEED COPY TO LINOTYPE MACHINES . . .

by Gus V. Vignolle

WHAT A FILIP the Palm Springs races this Saturday and Sunday received with the announcement from back east by Tony Parravano that Masten Gregory, Carroll Shelby, Ken Miles and Bill Pollack would drive his Ferraris and Maseratis . . . They're wondering why Tony didn't remain back there for the Bahamas Speed Week . . . Wonder if he couldn't get an invite.

GUS V. VIGNOLLE

Both on the surface and beneath, the drums are beating steadily for the pro movement . . . Insiders claim the trend definitely will be toward the pros . . . It's a job for the clubs to keep apace with the promoters . . . Speaking of these two subjects, don't miss Maury Powell's column on page two on race promoters, and Jim Mourning's column on page four on the pro movement.

Radio broadcaster said Lance Reventlow was to play the drums in some nitery . . . Bruce Kessler, Lance's friend, called quickly, hastened to explain Lance doesn't know a drumstick from a chopstick . . . Lots of talk in England and the Continent on the new rule to limit the LeMans classic to 2500cc . . . Lots of 'em don't like it . . . Everything is being done to prevent another horrible tragedy such as the one that claimed some 80 lives last summer.

• • •

Personal to Howard H. Baker, Fullerton: Where did you get your subscription blank? . . . Last issue we asked readers to guess the name of the creature pictured on page one . . . The winners, at this writing: C. P. Kurtz, South Gate; H. D. Thompson, Ventura; Dick Knell, Los Angeles; Bill Pollack, Sherman Oaks; Tony Ricardo, Pasadena; Vi Shellabarger, Santa Barbara; Lloyd Sample, Bellflower; J. C. Bailey II, San Diego, and Robert L. Archibald, Riverside . . . How MOTORACING gets around . . . Each wins a free year's subscription to MOTORACING . . . It was a Proboscis monkey from Borneo . . . Contest is now officially over.

• • •

MOTORACING SENT TO HOSPITALS

Many nice people have been sending extra bucks for subscriptions . . . The $4 sent in by Betty Phillips enabled us to send MOTORACING to Wadsworth Veterans' Hospital, Brentwood Hospital, Corona Naval Hospital and San Fernando Veterans' Hospital . . . Harry Steele's extra $1 resulted in a sub for Long Beach Veterans' Hospital, and Gus Caltabiano's superfluous clam paid for a sub for Sepulveda Veterans' Hospital . . . Thanks, everybody.

Lots of people ask us, "Why do these crazy guys race?" . . . This makes us think of what Plato once wrote, "Music and rhythm find their way into the secret places of the soul." . . . To many who race the sound of those engines is that music and rhythm . . . That explanation is as good as any . . . In his fine letter in the last issue Charles Beaumont mentioned a match race between Corvettes and Thunderbirds . . . The T-Birds always get a big hand at local sports car races . . . Do you know what happened the last time these two clashed?

• • •

CORVETTE GIVES T-BIRD A BEATING

Well, at Grand Central in Glendale recently (race 2, production), Pete Peterson steered a Corvette . . . Charles Short was in a T-Bird . . . They started together . . . Pete passed Short on the first turn and came within eight seconds of lapping him . . . The Corvette finished 10th overall, fifth in class C . . . The T-Bird finished 27th overall and dead last, or ninth in class . . . How do you like that, Benvenuto? . . . Dealer out Santa Ana way, Gunnar Watson, came up with a good idea—give MOTORACING subscriptions as Christmas gifts . . . You can't beat that—and the jolt won't be rough, financially speaking.

Myra Jones never lets up . . . She started figuring how the stocks compared with the sports cars at Willow Springs . . . For 80 laps, Chuck Stevenson, recent stock car race winner in a 1956 Ford, averaged 61 mph . . . Bill Pollack, in his last whirl at the desert course in the Merc-powered Baldwin Special, averaged 77.25 mph for 30 laps . . . And George Beavis averaged 72.8 mph for 30 laps in the Beavis Offy . . . So there you are.

• • •

SCCA RACES AID OLYMPIC FUND

Wilson Springer telephones long-distance from Chichicastenango to report there are 90,000 motorcycle riders in California, 60,000 right here in Southern California . . . A cheer to Ed Aznak for his open-heartedness in helping out with wheel alignments at the various races . . . You know, of course, that Sterling Moss was a possibility for the Palm Springs races . . . Well, the great English Mercedes team driver was . . . But the other day he wired his friend here, Eric Hauser: "License difficulties prevent me from participating in Palm Springs Dec. 3-4." . . . Shame, because he would have been a tremendous attraction—and would have helped the gate (about which nobody cares, though, since this is amateur!) . . . Marion Weber, prexy of MG Mitten, is riding around in a new fire red Lancia Spyder . . . Noticed she placed in the recent SCCA concours at Santa Monica . . . Her choice before was an MG-Arnold concours car . . . And that reminds us that the Glendale Junior Chamber of Commerce informed Phil Curry that the Olympic Games Fund was enriched by $513.62 after the Glendale races. That's good news . . . Presume this dough came from the parking . . . SCCA anticipates that the Glendale and Burbank Police Funds will come in for $500 each . . . Viva!

Fords 1-2 In 200-Mile Stock Race

(Continued from Page 1)

and Mantz were running bumper to bumper and the pace was terrific. Bill Hyde pitted on the 17th, just as Mantz went into a wild spin off the track and down a bit of a hill. He lost precious time until he could get back. Panch took over second slot and gunned after Stevenson. On the 20th he caught and passed Stevenson to nab the lead.

The running order at 20 laps was Panch, Stevenson, Adkins, Scotty Cain, Ed Brown, Seegar, Bill West, Chuck Meekins, Sherman Clark. By the 25th Panch and Stevenson were still running one-two, bumper to bumper, with Adkins right on their tail.

LEAD TO STEVENSON

Seegar had gotten by Cain for fourth on the 26th just as Stevenson poured the jet juice on and passed Panch for the lead again.

Until the 34th, the cars did not change positions. On the 35th Reed was back into fourth and setting the fastest pace on the track. Mantz was back in sixth by the 38th and heading for the front again. On the 39th Panch got by Stevenson again to take the lead. Stevenson never let Panch get too far ahead and on the 43rd, when Panch had to pit for fuel and a skin change, Stevenson again took command. Panch was out on the track by the time Stevenson passed him and he was back in second slot.

On the 46th Stevenson had to pit for fuel and skins and again Panch took over the lead. Just as Panch passed Stevenson, Chuck pulled onto the field in second slot right behind Panch.

By the 50th Panch and Stevenson were having a pier sixer for the lead, with Panch stubbornly holding on. Reed was back in third and Adkins back in fourth. Reed had to fuel on the 51st as did West. For the next 12 laps it was nip and tuck between Stevenson and Panch. On the 63rd Stevenson caught Panch and again took command of the race.

By the 68th Mantz was back in third, with Reed right on his tail in fourth and Adkins fifth. On the 70th Reed made the fastest pit stop of the day with a 38-second refuel.

INCREASES LEAD

By the 75th Stevenson had a 25-car length lead.

Next big NASCAR event is at Phoenix Jan. 22, a 150-miler with Ernie Mohamed promoting.

Summaries:

Driver	Car	Qual. Time	Fin., Out
Jim Reed	'56 Chev.	1.57.56	4
C. Stevenson	'56 Ford	1.58.78	1
Marvin Panch	'56 Ford	2.01.20	2
Allen Adkins	'55 Dodge	2.01.47	5
John Mantz	'56 Merc.	2.02.44	3
Eric Erickson	'54 Buick	2.03.15	18
Ed Brown	'55 Chev.	2.04.26	23
Sherman Clark	'55 Chev.	2.04.49	8
Bobby Ruppert	'55 Chev.	2.04.56	13
Chuck Meekins	'55 Chev.	2.04.72	9
Bill West	'54 Hudson	2.05.06	14
Scotty Cain	'56 Ford	2.06.40	7
Bill Stacy	'56 Ford	2.06.44	26
Ed Pagan	'55 Chev.	2.07.68	16
Clyde Palmer	'53 Olds	2.07.70	32
Danny Letner	'56 Olds	2.08.02	15
Bill Stammer	'55 Chev.	2.09.48	20
Jim Blomgrin	'54 Merc.	2.10.48	12
Elgin Holmes	'55 Olds	2.11.54	24
Len Fraker	'53 Hudson	2.13.24	*
Bill Hyde	'54 Olds 88	2.13.55	29
Ernie Young	'52 Plym.	2.14.64	**
Jim Cook	'55 Plym.	2.15.62	27
Jimmy Sills	'55 Merc.	2.16.46	11
Don Stanyer	'55 Plym.	2.16.77	25
Gordon Campbell	'53 Olds	2.18.06	17
Bill Moore	'56 Ford	2.18.32	†
F. Steinbroner	'55 Chev.	2.19.06	21
Sam Lamm	'53 Hudson	2.24.69	‡
Mel Larson	'56 Ford	2.41.80	19

* Broke crank.
** Overheated.
† Cracked block.
‡ Threw rod.

The following cars did not qualify, and were started at the rear of the field in accordance with rules:

Bob Stanclift	'53 Dodge	22
Lloyd Dane	'55 Merc.	10
Tommy Francis	'55 Ford	28
Herb Crawford	'53 Stude.	30
Les Scott	'50 Ford	31
Arley Scranton	'50 Ford	*

* Brake failure.

Art Streib

END OF GRIND—Chuck Stevenson, Garden Grove, smiles after his thrilling 200-mile NASCAR Grand National late model stock car win at Willow Springs. He's relaxing in the 1956 Ford he piloted to victory. At right is his mechanic, Chuck Daigh, Long Beach, presently a top sports car driver himself.

Sporty Sez— **FREE LIST ENDING!**

Subscribe Now — Today

Special Introductory Offer

$1 for ONE YEAR

This Bargain Offer Expires in 2 Weeks!

Regular Subscription Rate $2 Per Year

• NO MORE FREE LIST!! •

MOTOR RACING

Subscription Order Blank

To MOTORACING
8826 Sunset Blvd., Los Angeles 46, Calif.

☐ Check or Money Order Enclosed

NAME (Print)_____

ADDRESS_____ CITY _____ ZONE____

Also Send Christmas Gift Subscriptions to the Following. Enclose $1 for Each.

Name (print)_____ Address_____ City_____ Zone____ State____

Name (print)_____ Address_____ City_____ Zone____ State____

Name (print)_____ Address_____ City_____ Zone____ State____

My Gift Card should read from_____

12-2-55

• Up the Straights

★ ★ ★

MORE DISCUSSION ON PRO RACING . . .
IT'S HIGH TIME THE CLUBS SOBER UP . . .

By Jim Mourning

ANOTHER favorite theme given a high decible rating by professional dicing advocates is that since the amateurs and pros both exist in Europe, peaceful coexistence is possible here. On the face of it, the logic of the comparison is sound. But closer inspection reveals holes large enough to drive a Riley through.

JIM MOURING

The reason that road racing is predominantly an affair for imported bombs is no coincidence and no accident. Racing in the U.S. developed on a tangent to that in Europe and it isn't valid to assume that at this late date the factors in the American scene are going to shift into a position exactly paralleling the European brand of competition. The development of anything, be it sport or product, is dependent on the environment into which it is introduced. It isn't a matter of predestination.

On the other hand, if U.S. enthusiasts want, there's no reason why the European situation can't be copied. Or at least nearly so. But if it's to be done, organizations, regulations and assorted situations must be established that are comparable. As the twig is bent . . . or whatever it is that is bent.

STATE OF TRANSITION

Whether the racing set-up is to remain stagnant, whether it's to follow the European pattern or whether it's to take a twist as yet unknown, it's painfully plain that motor racing is in a state of transition. And if anyone, amateur or professional, is going to escape with a whole set of skins, it'll take foresight and concerted effort. This isn't likely with members hassling with members, clubs locking hubcaps with clubs and the entire melange fighting it out with the scoot-for-loot crowd, at the same time.

• • •

Suppose professional road racing does come. Will it damage the clubs? This one is so loaded with sticky ramifications that scoring them is highly reminiscent of counting jelly beans in a jar at the county fair. But a quick squint at the major jelly beans does indicate possible trends.

BUSH LEAGUE CLUBS

If road racing does become a dominant professional sport again, as it was during the period between 1910 and 1930, then the clubs are bound to suffer. They will be bush league organizations in a major league sport if they continue as lily-whites. They will have lost their positions as the commanding groups and the sponsors of the rightly regarded races.

If the sport doesn't grow into a big-time affair, of course, they will be hurt very little by an occasional and rather unimportant professional effort.

• • •

Considering other possibilities, the clubs can either go partially professional or whole-hog professional. In the former case, they could sponsor a few national events each year for long green and could continue putting on a certain number of amateur events for the many club members that don't hanker after loot at the end of their day's dicing. This way they would stay in command, regardless of the way this particular hot potato was tossed.

MANY WOULD BEEF

The second alternative, to go whole-hog professional, would make them undisputed top-dog and would reap them a delectable harvest for their kitty. But it would undoubtedly have a goodly number of members roaring lustily in anguish.

'56 Triumph In Debut at Auto Show

The 1956 Triumph TR3, a beauty to behold in more ways than one, gets its first U.S. preview at the International Auto Show, which runs through Dec. 11 at Pan-Pacific Auditorium.

It is a darb, bringing a new sparkling elegance to the American sports car world.

And they've upped the horsepower from 90 to 100 at the same 4800 rpm. The word is that when the Healey drivers spot the TR3 in their rear-view mirrors, the best admonition is to move over.

It is the first true sports car with family appeal, for by changing the shape of the gas tank they've installed an upholstered jump seat to increase passenger capacity.

In the new model the passenger seat folds forward for access to the rear cockpit area.

Also—and many will like this—a three dimensional depth is given the front grill by virtue of its thickness.

And an optional detachable factory-fitted hard top makes the Triumph a truly all-season sports car.

Finishing touches give it class—such as stainless steel fender beadings, chrome passenger grab handle, chrome hinges on trunk and hood, and sliding windows in the detachable side screens.

No performance data as yet on this British car, but with top and curtains up it is said to whirr at 120 mph.

It is no wonder all the people at Cal Sales, Western distributor, have been in such a dither lately. They have a right to.

SUBSCRIBE NOW—TODAY

MOTORACING'S free list ends soon, so to insure not missing an issue, subscribe today. Fill out the handy blank on page 3. Rate goes up after first of the year.

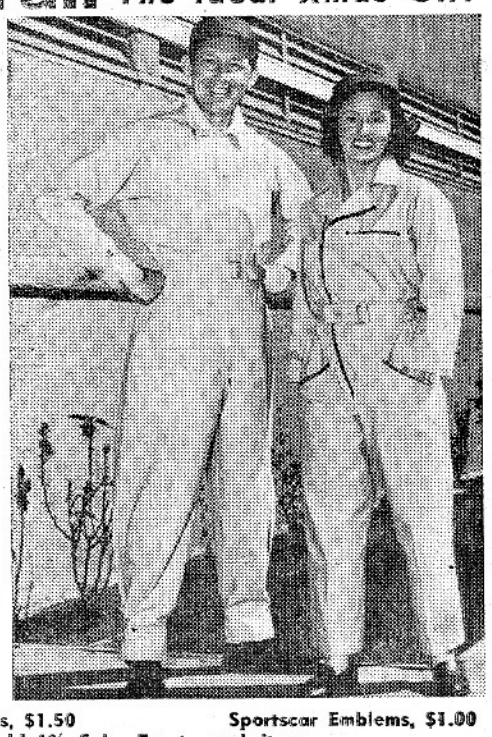
Dave Davidson

SNEAKING A PEEK—These pretty models (you'd agree if they had been facing camera) are trying to get a glimpse of the new Triumph TR3 at the Cal Sales distributorship. Windows had been soaped to keep the secret until the car is previewed at Pan-Pacific International Motor Show, which runs Dec. 1-11. Models are Mickey Triola, left, and Gloria Painter.

"Look Ahead for What's Behind"
Fender Mirrors
by RAYDYOT MOTOR SPECIALITIES
Made in England
$5.45
Convex or Flat Glass . . . Universal fitting for left or right front fender . . . heavily chrome plated.
See Our Selection of Original
FOREIGN CAR ACCESSORIES
Sole U.S. Distributor
VILEM B. HAAN
10305 Santa Monica Boulevard Phone CRestview 1-3775
Los Angeles 25, California

WILLIAMSON MOTORS
HILLMAN MINX • ARNOLT BRISTOL
Sales & Service
1315 So. La Brea Ave. & 3153 W. Pico Blvd.
WE. 3-4133 RE. 2-8126

Motorall The Ideal Xmas Gift
Sanforized
SAILCLOTH
Colors:
* Red
* White
* Blue
* Black
* Gold
* Faded Denim
SIZES:
Men
S. M. L. XL.
Women
S. M. L.
PRICE
$15.95
The Sportscar suit for men and women. Designed with a distinctive foreign flair.



Matching Visor Caps, $1.50 Sportscar Emblems, $1.00
Add 4% Sales Tax to each item.
TAB SPORTSWEAR
2715 S. Main St., Los Angeles 7, Calif. Richmond 9-2224

See THE NEW TRIUMPH TR-3
100 HORSEPOWER ENGINE
Available 7 SPEEDS FORWARD
4 PASSENGER SEATING
ADVANCED STYLING
EXCITING NEW COLORS
PREMIERE SHOWING
at the Los Angeles International Automobile Show
December 1 to 11, 1955
PAN PACIFIC AUDITORIUM

CAL SALES, INC. EXCLUSIVE DISTRIBUTORS WEST OF THE MISSISSIPPI
1957 W. 144th Street, Gardena, California • PLymouth 6-8158

• Checkered Flag

★ ★ ★

SCRIBE TELLS OF FOREIGN CARS EYED AT PAN-PACIFIC 'INTN'L. SHOW'

By Art Lauring
Los Angeles Times Columnist

AS THIS ISSUE goes to press the doors of the Pan-Pacific open on the annual sales-pitch euphemistically called the "international auto show."

Leaving the trumpeting of Detroit's higher powered, rainbow-hued products to the daily press (sic), we will lightly touch upon the British and continental-fabricated machinery displayed.

ART LAURING

Jaguar is well-represented with a trio of the unchanged XK140 sports series, a Mark VII "M" sedan and a low, finned Dee-Jay competition sleekster specially airlifted here for the occasion. The XK's come in three stages of tune: 190, 200 and 210 HP, respectively. The Mark VII is endowed with the 190 HP mill and the Dee has 250 galloping steeds under its exotic-looking bonnet. Otherwise there is little else to report about Jag save that, for performance, reliability and appearance, its nearest competitor costs at least twice as much!

• • •

Next are a brace of Aston-Martin aristocrats: a hard-top and roadster. Like the Jag, the A-M has a double overhead cam engine. With its 160 HP plant and impressive road-holding capability it is a distinctive car whether on the Sunset Strip or turn 2 at Palm Springs.

Then, of course, there are a Rolls Royce and a Bentley-Rolls parked to one side. Far better writers have rhapsodized about these patricians, so this pundit will merely add that everyone knows a Rolls or Bently will outlast the average driver.

• • •

TRIUMPH TR3 WELCOME NEWCOMER

A welcome newcomer is the Triumph TR3 endowed with a 100 HP OHV power plant, shining grill coverage of the familiar "open-jaw" front-end plus an enlarged cockpit which permits the installation of a rear seat for puppies, mother-in-law or The Third Man. This potent little bomb should hit the retail dispensaries circa January 1 and will most likely make considerablt news during the '56 racing season.

In the family-sedan Rootes has a multitude of "Coloramic" Hillman-Minx sedans, convertibles and "California" hard-top coupes in addition to the diminutive but rugged Hillman Husky. Rootes also has a teaser display wherein they hint of the new, completely redesigned Sunbeam Rapier which is around several corners.

At the calculated risk of incurring Henry Henkel's undying enmity your glowering reporter will say this: the Rapier is a four-passenger, low-slung sports coup. Its OHV engine, slightly under 70 HP, has to contend with an overall "dry weight" of 2000 pounds. A four-speed, completely synchromeshed gear box with overdrive will give the Rapier a 4-plus regular rear-end ratio for fast traffic darts and a 3.95-1 assist (in overdrive) for high-speed open-road cruise. It should about equal the MGA performancewise!

• • •

PORSCHE ADEQUATELY REPRESENTED

Turning to the "continentals" we find the Germans dominating the field, with only one French marque present. Porsche is adequately represented with a coupe, convertible speedster and a diminutive but thoroughly formidable 550 Spyder with its 126 HP flat-opposed, 4-cylindered, air-cooled engine that has FOUR overhead cams! As many a race pilot ruefully knows, this pretty little thing can jet-propel itself at upwards of 136 miles per hour. And several who drive 'em tell this chronicler that the 550 is docile enough to fare nicely in ordinary usage!

Volkswagen is present en masse—with the delightful bus which has been converted into a camper that should make any fresh-air fiend drool. There also are standard VW sedans and, as a highlight, the intriguing 34 passenger, Ghia-Karmann bodied VW "sports" coupe!

Your scrivener predicts that starry-eyed individualists will buy Ghia-Karmanns, install Porsche mills and proceed to give citizens trouble in the under 1500cc bracket.

And, of course, there is Mercedes-Benz with the sleek, impressive and expensive 300SL plus the equally as sleek and not quite so costly 190. The 300SL is just beginning to emerge as a potent contender for top honors within its class. Certs, in the hands of competent pilots, a "Merc" equipped with competition modifications, should be able to accumulate victory trophies galore.

• • •

FROM FRANCE COMES THE CITROEN

A Teutonic latecomer is the somewhat revolutionary DKW of which there are two on exhibit; a sedan and roadster. Fabricated by Germany's Auto-Union, the DKW is powered by a three-cylindered engine that has only seven moving parts!

From France comes the somewhat boxy but rugged Citroeen front-drive 2cv. The tiny engine develops 12-plus HP and can carry a driver, three passengers and baggage up hill and down dale at 55 mph delivering 55 imperial miles per gallon.

A trip to the Pan-Pacific is worthwhile for all aficionados. At least you'll have a chance to thoroughly examine these beauties while they are standing still. Otherwise, along the open road or on racing circuits, they are blurs of speed!

• • •

PARTS BIN: To Ken Miles, the following: yours truly still insists that there are too many confounded races listed for 1956—still wanna fight?

CARGO INSURED IMPORTED AUTO TRANSPORT
900 W. 6th St., Long Beach 12, Calif.
Curtis Wingett — HEmlock 7-4523
Residence HE. 3-6498 — 5-2511

Rice Drives Dragster to Nat'l. Title

By Lester Nehamkin
MOTORACING Staff Correspondent

PHOENIX, Nov. 20.—Fastest dragster in the U. S. which became Top Eliminator at the National Drag Race Championships at nearby Perryville strip, is the J. E. Riley & Son Special a Merc-powered job from Santa Ana.

LESTER NEHAMKIN

Driven by Calvin Rice, Orange, it hit 141.95 mph from a standing start for the quarter-mile run. The mark came on the final run against a Chrysler-powered Voigt Automotive Special. Elapsed time was 10.30 seconds to reach 141.95 at the quarter-mile post.

5000 FANS

Best of seven finalists in the runs before 5000 fans, the car collected the National Dragster Championship trophy and a five-feet-tall Mobilgas trophy as Top Eliminator.

Ed Losinski, Norwalk, in the Losinski & Duncan Chrysler-powered Special, posted the fastest time for a single-engined dragster clocked from a standing start in a U. S. acceleration test—151.77 mph.

Losinski was eliminated in the finals at Great Bend, Kan., last month, and was competing here in the Arizona State Championships, held in conjunction with the U. S. Finals.

He first hit 146-147 until the car went out with a warped valve. The great spirit of camaraderie came to the fore and friends turned up a new head. They did a perfect job, for the first two runs were in excess of 150 mph—and then came the record-buster!

How to Watch a Road Race (No. 2):

• N. G. from the Pits

By Henry N. Manney III

THEN THERE is the brave band known as photographers, amateur, M-1. Into the corners they crowd with their Brownies and Exactas, striving for the shot they can sell to Life and buy that Ferrari. Little do they know that not only they will come away with some keen shots of of the spinout they wanted, but dust clouds, blurred objects, and their neighbor's profile in front they will see precious little of the race peering through that little hole.

Of course there is the practiced and knowledgeable racegoer, into which category I know you all fall. This person comes armed with food and drink (left in the car in a central place), a program, aspirin, cotton for the ears, a sombrero and long-sleeved shirt (for summer races), comfortable shoes and a lightweight aluminum stepladder. This last is possibly the most important item of equipment inasmuch as it provides both a place to rest oneself and a vantage point above the crowd.

IN THE PRIVY QUEUE

But first there arises the question of where to plant the stepladder and yourself in order to get the most out of the race. On a straight? Before a corner? In the pits? In the privy queue?

Leave us consider the problem.

• • •

Lots of people would not watch a race from anywhere but the pits. That is where all the cars are, that's where all the drivers and pit crews are, and a good percentage of the beauteous quiff that always seems to be in attendance to certain drivers may also be found there. Also to be found are numerous members of the species **Subtilus**, whose activities will be covered in a coming article, "How to sneak into a Road Race!"

Actually, in spite of the fact that invaluable background color is provided by seeing the drivers and cars close at hand, the pits are the worst possible place from which to watch the race. All that you will see between the closely packed bodies and waving arms of the pit crews ("How to Signal At A Road Race" coming soon) will be a mad blur followed by a more or less hoarse rumble, depending on the capacity of the car.

PITS ARE DANGEROUS

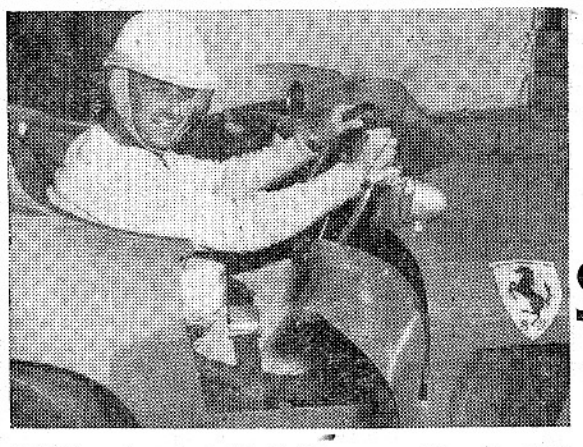
It could be the Lark for all you know.

Not only that, but the pits can be downright dangerous. Disregarding the obvious chance of being bowled for a strike when a brakeless wonder comes swirling down the pit line, there is always the opportunity of being parboiled in live steam, knerfed by a contender for fastest-lap-of-the-paddock, eaten alive by a vindictive Valkyrie into whose pit you may have strayed, or striken with angina from pushing an unusually recalcitrant 500. (An articles "Pushing 500s" will appear soon.)

ACTION ON STRAIGHTS

Apart from sheer go-go, quite a bit of spectator interest is centered on the fastest straight. Most of the initial passing is done there, including the fine and spooky art of driving fast through traffic, and occasionally some sport will wet out onto the shoulder while passing a slower car and proceed sideways for some time, exercising himself and the spectators no end. But this soon palls, so we meander along to the First Corner.

Don't miss another chapter on this remarkably humorous series in the next issue of Motoracing.



USED BY THE WINNERS!
Now Available for All Automobiles
SAFE-T SEAT BELTS
• SAFETY • COMFORT • CONTROL
In a Complete Array of Colors to Complement Any Interior
$12.95 Plus Installation

19 Shopping days till Christmas . . . "For the Gift of Your Life"... give Universal **Safe-T** Seat Belts . . . Packaged in crystal clear gift containers . . . Available at your dealers or call us for the name of your Local Distributor.

Universal SAFE-T Equipment Co.
6525 Sunset Blvd., Hollywood
HOllywood 5-4678 — HOllywood 3-1161

Christmas Here Already
Keep Your Friends for Life and Give Safety Belts
Headquarters for Sports Car Gifts
ERNIE McAFEE

Safety Belts in Plastic Box, All Colors	$12.95
European Club Badges	7.50
Jaguar - Austin - Healy - MG - Windwings	18.50 up
Austin - Healey - MG Valve Covers	22.50 up
VW Tail Pipe Extension	1.95
Crash Helmets	30.00

Many Other Christmas Suggestions . . . Shop Now!
8363 Sunset Blvd., Los Angeles 46, Calif. **HO. 2-6426**

• Bench Racing

★ ★ ★

GRESVICK IS BACK AND HE'S GIVING EVERYBODY THE OLD BLASTEROO . . .

By Gresvick Von Kneissel

WELL, another issue, fraught with the toil and curses of many little minds. You will, I hope, forgive my absence in the last number. In explanation, I was frantically evading a gentleman who has been pursuing me through the catacombs of Hollywood carrying a particularly unfriendly mein, and also a .45 automatic—being six-feet-four isn't everything, you know.

G. VON KNEISSEL

On the subject of pursuance, why is it that it sometimes takes Ferraris and C Jags almost a full lap to get around certain drivers in small machinery? Gentlemen! please don't impede progress—as my grandmother used to say, "If they're going to go by, they're going to go by."

● ● ●

So J. von Neumann is retiring from racing? Hmm—tears anyone?

● ● ●

QUITE A PASTIME

Everyone seems to concur that driving at Glendale was like roller skating through a marbles tournament. I always wondered where those large gravel trucks clogging the streets and freeways disappeared to.

Your reporter doubts that Torrey Pines will undergo conversion to a graveyard or golf course, or whatever as soon as most people think. A little more hay bashing may be in store for the old park.

I think also that the SCCA has March Field up its voluminous sleeve for the New Year. Anyone want to race a Sabrejet?

HOW ABOUT VEGAS?

And speaking of courses for next year, how about a race in Las Vegas? This would make a thoroughly pleasant week-end for all. Worth some serious thought, anyway.

The show provided at Glendale by Tom Chatfield and Manny Post should have been televised. They had a slight disagreement over unpaid bills, drivers of a certain Kurtis, and whether Liberace is really the reincarnation of Tazio Nuvolari. Almost better than Abbott and Costello.

Old "Ignatz" Lozano seems to be packing up engines with regularity these days. Still goes fast while he lasts, though.

CSCC BLASTED

The "holier than thou" attitude adopted by some members of the CSCC Board of Governors lately is becoming increasingly hard on the digestion.

Well, my infants, I will cast no more pearls this day.

Ferrari Won Last 4 at Palm Springs

During the early days of the sport separate races for cars over- and under-1500cc were not possible because of the small field of entries. In these cases, we have listed the first under 1500cc finisher and class winner. Frequently these small cars finished as well as second or third over-all.

1. April, 1950.
   Sterling Edwards, Edwards Special.
   E. Forbes-Robinson, MG TD.
2. April, 1951.
   Marshall Lewis, Ferrari.
   Johnny von Neumann, MG TD.
3. October, 1951.
   Jim Parkinson, Jaguar Special.
   Roger Barlow, Simca Special.
4. March, 1952.
   Chuck Manning, Mercury Special.
   Al Coppel, MG TC.
5. March, 1953.
   Jack McAfee, Ferrari.
   Johnny von Neumann, Porsche.
6. January, 1954.
   Sterling Edwards, Ferrari Le-Mans.
   Ken Miles, MG Special.
7. October, 1954.
   Bob Drake, Ferrari.
   Al Coppel, OSCA.
8. March, 1955.
   Jack McAfee, 4.5 Ferrari.
   Ken Miles, MG Special.
9. December, 1955.
   What's your guess?

Palm Springs Schedule

The Palm Springs schedule, involving some changes since the races held there last March, is as follows:

Saturday, December 3 (all six laps) — 1, production sedans up 1500cc; 2, production under 1500cc; 3, productions over 1500cc; 4, 500cc only; 5, modifieds under 1500cc; 6, modifieds 1500-3000cc; 7, modifieds over 3000cc.

Sunday, December 4—8, consolation under 1500cc, 10 laps, all cars not qualified for race 10, including all entries from race 1; 9, consolation over 1500cc, 10 laps, all cars not qualified for race 12; 10, under 1500cc main event, one hour, open to first 15 cars and first, second and third place class winners (if not in first 15) from race 2, and first 25 cars from race 5 and the first five cars from race 8; 11, women's race, 8 laps; 12, over 1500cc main event, 1½ hours, open to first 15 cars and first, second and third place class winners (if not in first 15) from races 3, 6 and 7, and first five cars from races 8 and 10.

The Formula Libre race has been abandoned because of lack of entries.

Glendale Times

Eric Hauser recorded the following random lap times for the 1.7-mile (approx.) course at the recent SCCA Grand Central Airport races at Glendale. (Under present set-up there is no way to clock each individual car for every consecutive lap) :

Race 1—Robbie Robinson, best of MG's, 1:45. Winner: Dale Johnson, 1:42 (pretty steady laps) Porsche Speedster. Reginald Kay, MGTD, 1:54. Jim Parkinson, MGA, 1:47.

Race 2—Charles Wallace, Jag, 1:35. Rudy Cleye, Mercedes, 1:35. Paul O'Shea, Mercedes, 1:35. Jim Peterson, Jag, 1:36. Lance Reventlow, Mercedes, 1:35. Morlan Visel, Mercedes, 1:35.

Race 3—Terry Hall, Talbot, 1:34. Austin Healey, 100S, 1:34½ (Pringle or Moore), Max Balchowsky, Buick Doretti, 1:35.

Race 4—Pete Lovely, Porsche-Cooper, 1:29. John von Neumann, Porsche Spyder, 1:32. Bill Thomas, Porsche Spyder, 1:32.

Race 5—Phil Hill, Ferrari Monza, 1:22. Ernie McAfee, 4.4 Ferrari, 1:24. Bill Murphy, Buick-Kurtis, 1:26.

Ace Pilots Gregory, Shelby In Palm Springs Road Races

(Continued from Page 1)

filip for the spa classic, since the entry list appeared somewhat short of big-name drivers.

Both Gregory, defending champion at Nassau, and Shelby had been listed as entries for the Bahamas races. Still, they could fly to the island immediately after the Palm Springs races, although this does not seem likely.

Miles, CSCC prexy and almost unbeatable in the under-1500cc class with his MG Special, has driven for Parravano before. This was earlier this year at Santa Barbara, when he tooled a big 4.9 Ferrari that did not finish the race because of mechanical trouble.

BREAK FOR POLLACK

This was a break for Pollack, one of the best around here, who had been looking for a ride. The former CSCC prexy has not competed here since the Hansen Dam races, when he was banned for three events because of "erratic driving."

Adding interest to the races also was the announcement that Sterling Edwards, San Francisco, a former Palm Springs winner, would compete with his 2.9-liter Ferrari.

Missing will be Phil Hill, Santa Monica, and Jack McAfee, Manhattan Beach, both Ferrari pilots. They headed for the Bahamas.

No word had been received from Ernie McAfee, who won three straight main events (two at Santa Barbara and Hansen Dam) in Bill Doheny's potent Ferrari Monza.

A threat to Miles in the under-1500cc main event should be Cy Yedor, Los Angeles, former MG Special driver who recently bought a modified 1490cc OSCA. Yedor is always tough.

Another bomb that will be seen in action is Pete Lovely's Porsche-Cooper. This is the iron with which the Seattle pilot won at Sacramento and bested John von Neumann at Grand Central Airport a few weeks ago.

Lovely sold the car to Terry Hall, Pacific Palisades, who previously raced a Mercedes-Benz 300SL. Terry will drive the car at the spa.

Late entries also include Dick Morgenson, Phoenix, who'll steer the potent Buick V8 Morgenson Special.

P. G. Gough has entered an MG A and Austin-Healey, which will be tooled by E. Forbes-Robinson and Bill Pringle, respectively.

Bruce Kessler, Beverly Hills, finally hopes to get going in his new Cooper Mk IX, which conked out at Torrey Pines and Glendale.

Rugged Johnny McLaughlin, Duarte, the former motorcycle ace, will be driving for popular Johnny Williamson, the sports car dealer. He'll drive a modified 1961cc Arnolt Bristol.

KUNSTLE ENTERED

Other rugged customers include Bill Murphy, Culver City, Buick Kurtis; Marion Playan, Mar Vista, Playan (MG) Special; J. P. Kunstle, Carmel, Porsche Spyder; W. R. Turner, Los Angeles, Porsche Speedster; Johnny Porter, Newport Beach, Porsche Spyder; Rudy Cleye, Los Angeles, Mercedes Benz 300SL.

No trace could be found of an entry for John von Neumann, the Porsche specialist. CSCC officials ventered it may have been lost in the mails.

The races will be held, as usual, at the Palm Springs Airport. The course is 2.3 miles, concrete and blacktop.

A tech inspection was slated for Tuesday (Nov. 29). Others: Dec. 1, 7:30 p.m., Williamson Motors, 3153 W. Pico Blvd., and Dec. 3, 7 a.m., at the course by appointment only.

Race headquarters at Palm Springs will be the Rossmore Hotel. Hardly anything is open in town, since more than 20,000 fans are expected to watch the two-day program.

WEISSMAN & FRUG

Chairmen for the races are Joe Weissman and Ray Frug.

Awards will be presented at the Victory banquet at Carolina Pines restaurant in Los Angeles, Dec. 21.

The CSCC program is being presented with the cooperation of the Long Beach MG Club.

SUBSCRIBE NOW—TODAY

MOTORACING'S free list ends soon, so to insure not missing an issue, subscribe today. Fill out the handy blank on page 3. Rate goes up after first of the year.

PERSONALIZED SPORTS CAR CHRISTMAS CARDS

Sketch includes car (with or without number) and Santa Claus on cover. Smoke from exhaust forms Merry Christmas for inside cover.

- Just send in a photograph of your sports car.
- A rough sketch will be made and sent to you for your approval.
- Return sketch with your corrections, and finished art work will be sent to you. Finished art work suitable for plate for printing of cards. This offer does not include printing — only FINISHED art work. Master Drawing $25.

● Write to Bill Harmer, Staff Artist MOTORACING
8826 Sunset Blvd. CRestview 6-7165 Los Angeles 46, Calif.

★ NICK PASTOR
. . . FOR IMPORTED CARS

● MERCEDES-BENZ ● BORGWARD
● TRIUMPH ● HILLMAN MINX
● DKW ● RENAULT

3451 Firestone Blvd. South Gate
LO. 7-2161

MALLORY INSTALLATIONS ● SPEED TUNING ● HEADER SETS

★ NICK PASTOR
. . . Has a Second Location in Palm Springs

● MG ● BORGWARD
● AUSTIN-HEALEY ● ENGLISH FORDS
● MERCEDES-BENZ ● HILLMAN MINX
● DKW ● RENAULT

496 No. Palm Canyon Dr. Palm Springs
Ph. 5730

MANAGER—EARL C. GRACE

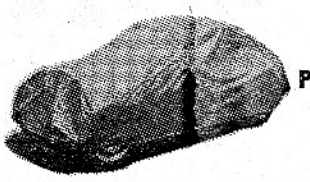
MICHAEL SCOTT
Custom Metal Shaping

● Design and Fabrication
● Sports Car Bodies
● Race Car Bodies
● Aluminum & Magnesium

English Wheeling Method used exclusively.
Jack Sutton, Associate
1520 North Ivar, Hollywood, Calif.
HOllywood 2-0372

WILLIAMSON MOTORS
Authorized Sales & Service
MG ● AUSTIN-HEALEY
3153 W. Pico Blvd., Los Angeles 19, Calif.
REpublic 2-8126

MG MITTEN TAILOR MADE ACCESSORIES



Box 121, So. San Gabriel
Phone: CUmberland 3-1410

MG MITTEN HEALEY HUGGER TRIUMPH TUNIC	$17.50 $24.50	LIGHTWEIGHT CANVAS BUTYL, WATERPROOF (NOT PLASTIC)
JAGUAR JACKET PORSCHE PARKA V.W. VEST BENZ BLANKET CORVETTE CAP THUNDERBIRD TEEPEE	$22.95 $29.50	CANVAS BUTYL

GRAND PRIX DRIVING GLOVE (Italian Driving Glove) ..... pr. $ 7.95
NYLON SAFETY BELTS ..... ea. 9.95
(Black, Blue, Red, Green, Grey) ..... set 19.50
MG TOPS (18 Months Written Guarantee) 28.95
MG WIND WINGS 14.95

Send for free illustrated folder of complete line of accessories

ON RALLIES... PART 3

By Buzz DeBardas

PREPARATION FOR a rallye can be broken down into two parts—part one is the crew; part two is the car.

In both cases the preparation should be based upon the kind of a rallye, miles expected to travel and the number of days scheduled.

BUZZ DE BARDAS

The crew can do much to prepare for a rallye and may follow this procedure. The driver lays out a short course, usually in town and never getting more than two miles from home. He sets a slow speed, with no speed changes. Then one evening the crew drives this short course. Defects will become noticable immediately and can be corrected.

If no difficulties arise, a longer run, with possibly one speed change, is attempted. The driver should have pre-run both of the courses and know the correct time for each run. (Nothing, absolutely nothing, will so endear you to your wife more than telling her that she had a four-minute error in a 10-minute run.) ....

● ● ●

This is also the time and place to try out any new equipment—NOT ON A RALLYE. A close friend who owns a T.C. built a shadow box with lights shining through the instructions. It seemed beautifully conceived until the rallye started. The crew then discovered a little problem. The box got in the way of the shifting gear, and the only gears available were third, fourth and reverse.

Several more trips should be taken with the navigator, and each one should be a bit more difficult. Stick a 10-mile odometer check in at three miles; lots of speed changes; mix up the instructions—turn right, left, up, down, etc.

Several closely-timed runs of this kind will serve as a real shakedown, and will also bring out little flaws in the car, such as the left front wheel falling off when you corner too hard.

● ● ●

GOOD SUGGESTION

It's always a good idea to carry a fire extinguisher. Someone may have a small fire and, if you put it out, you're sure to be awarded the "Good Sportsmanship Trophy"—then again, it may be you that's burning . . .

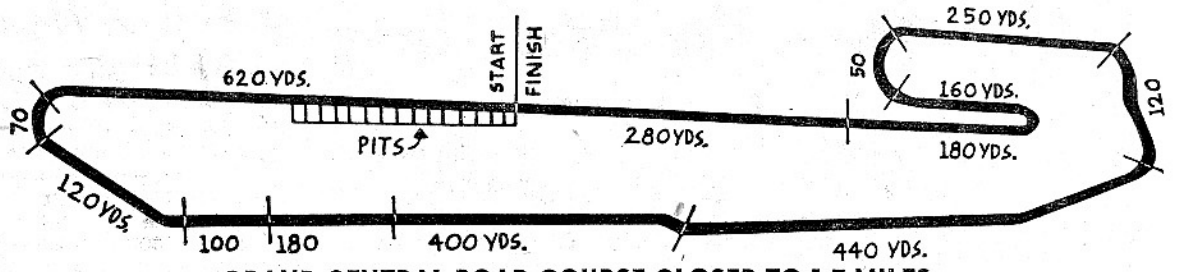
Last, but not least, take good care of your navigator. If she is your wife, you're lucky — just stay married and keep her happy, and you may start winning! If though, you're running with the lad down the street, you must remember to take real good care of him. Constantly tell him how difficult it is to drive and that you would give anything to navigate. Then, while things are going along well, start breaking in a new navigator. Something always seems to happen to the old one.

Next issue, I'll get into the actual start of a rallye and the 10-mile odometer check.)

QUESTION: "How does one go about getting a rallye posted on the Council calendar?"—J. Kent, L.A.

ANSWER: If your club is a member of the California Council of Sports Car Clubs, then a letter requesting a date and also an alternate date should be sent to the Council Calendar Chairman, George Krull, 1465 Valane Drive, Glendale 8, Calif.

I would suggest that you get your letter in as soon as possible.



GRAND CENTRAL ROAD COURSE CLOSER TO 1.7 MILES
Which Means Phil Hill Averaged 73.98 MPH—NOT 103.2 M.P.H.

Grand Central Course 1.7 Miles

Ever on the alert, MOTORACING doubted strongly that the Grand Central Airport course at Glendale measured 2.3 miles, the figure listed in the result sheets handed all newspapermen after each whirl.

They had Phil Hill, winner of the main event covering 50 laps, or 115 miles. Time: 1 hr. 8 mins. 26 secs. Average speed: 103.2 mph.

Phil Hill is a great driver, but MOTORACING couldn't believe he hit that figure on THAT course.

MOTORACING checked it out, had the course measured. The map above shows the circuit closer to 2970 yards, or 8910 feet —a 1.6875-mile track. That would make Hill's average 73.98 mph, which is more like it.

Phil Curry, president of the sponsoring SCCA, said the official entry blank listed the course as approximately two miles. True. But the results given the press stated 2.3 miles. Wrong.

Measuring the entire length of the runways, it came to 2.1 miles, Curry added, and after paving it was 1.9 miles.

Curry explained that a course does not necessarily have to measure over two miles in order that races have national approval and national points be awarded. He cited Cumberland, Md., 1.6 miles; Thompson Raceway, 1.6, and Hagerstown, Md., 1.7.

More Racers at Palm Springs Than Fans Back in 1950

By Jim Mourning

IN THE SPRING of 1950 a handful of motoring enthusiasts trekked into the desert near Palm Springs to hold a competition event for the then little-known sports cars. With 29 competitors and a smattering of spectators in attendance, the sport of road racing, as we know it today, came into being.

On December 3-4, at the ninth running of this event, there will be more competitors than there were spectators at that first endeavor. And attendance is expected to hit 20-25,000 for the two days.

It is interesting to note that the names of many of those who made road racing history that day in 1950 are still well known in automotive circles. On that first April Sunday, Sterling Edwards of San Francisco won the main event of the day at the wheel of one of his own cars. E. Forbes-Robinson tooled his MG TD into second spot and third place was taken by Bill Pollack in a supercharged MG.

THEY'RE STILL ACTIVE

Also on hand were such widely-known individuals as Johnny von Neumann with an MG TD, John Edgar behind the wheel of a Nardi and Stan Mullin driving an MG. The woman's touch was supplied by Fay Taylour, famed Irish competitor, who ran in an MG.

The following year, in April of 1951, the Palm Springs races were run again. This time there were 38 competitors and a few more spectators.

KIMBERLY A VICTOR

Gentleman Jim Kimberly put his name in road racing's record book for the first time by finishing in top spot in his Ferrari during the longer of the two events slated for the day. Jack Armstrong brought a Cadillac-powered Allard in for second ahead of E. Forbes-Robinson in a Jaguar XK 120.

Despite course changes that have been made, the essence of Palm Springs remains the same. What happened there on a warm April Sunday in 1950 proved to be the birth of Southern California's fastest growing sport.

Why is JAGUAR the BEST VALUE in a SPORTS CAR?

HERE ARE THREE BIG REASONS

1. JAGUAR . . . and only JAGUAR gives you the world famous double overhead camshaft engine at a modest price.

2. JAGUAR . . . gives you the widest choice of models . . . each an outstanding value with lowest cost per pound, lowest cost per horsepower in the world!

3. JAGUAR . . . stands alone in distinctive design, performance and craftsmanship, with prices starting as low as $3465.

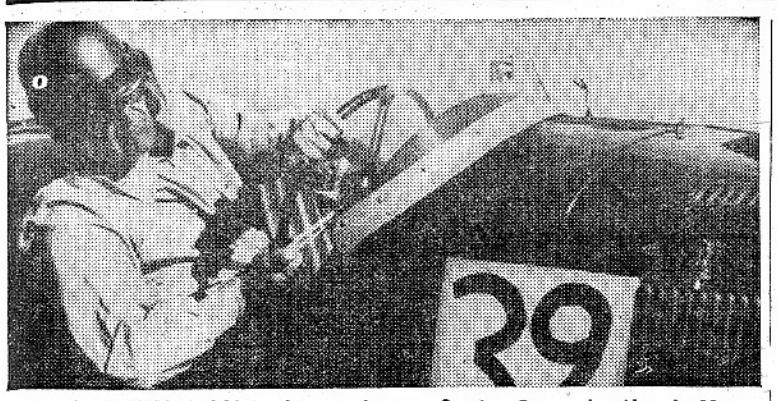
JAGUAR

Come, see and test drive the new 1956 Jaguar at the World's largest Jaguar Dealers

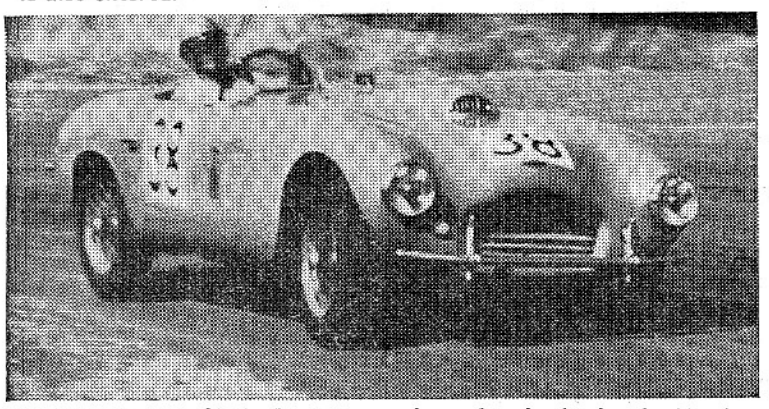
FACTORY AUTHORIZED SALES & SERVICE

Brentwood Motor Co.
2610 Wilshire Blvd.
Santa Monica
TE. 0-2236; EX. 4-0277

Coventry Motors
9334 Wilshire Blvd.
Beverly Hills
CR. 6-3144; BR. 2-4145



NASSAU ENTRANT—James Lowe, Santa Cruz, in the LeMans Mark II Fraser-Nash he will drive in the Nassau Trophy road race and other races of Bahams Speed Week, Dec. 5-11. His wife (below) is also entered.



WEAKER (?) SEX—Distaff member of only husband-wife duo entered in Nassau Trophy race of Bahamas Speed Week is Mrs. Marion Lowe. She'll pilot this Targa Florio Gran Sport model Fraser-Nash, with Bristol Series 4, Mark I engine.

Island Speed Week Draws Top International Field

(Continued from Page 1)

Italy and completely rebuilt. Engine is a V-12.

Jack is a former Palm Springs and Golden Gate victor.

Tony Parravano, Inglewood contractor, was listed as an entry with a Mercedes Benz 300SL, but he is now reported headed for Palm Springs. Not only that, but he is taking two other major pilots with him —Masten Gregory, Kansas City, Kan., and Carroll Shelby, Dallas, who have joined his Scuderia Parravano.

Other California entries are: James Orr, Kentfield, Devin Panhard; Johnny Mantz, Duarte, Porsche; Harry Morrow, Burbank, Cooper; Marion Lowe, Santa Cruz, Frazer-Nash; James R. Lowe, Santa Cruz, Frazer-Nash; Samuel Weiss, Sacramento, OSCA; John Fox, Kentfield, Cooper; Dr. Leon Becker, Kentfield, Cooper; Louis Brero, Jr., Arcata, Cooper; Louis Brero, Arhenson, Carmel, Arnolt Bristol. cata, 4.5-liter Ferrari ((instead of the Kurtis Cad he originally was to drive), and I. W. Stephenson, Carmel, Arnolt-Bristol.

Two hundred of the top sports car race drivers of the world have applied for the 100 invitations being issued by the Bahamas Automobile Club.

Ranking drivers of England, Spain, Italy, France and South America will join with pilots from almost every state in the United States.

Winners in 1954 were the Marquis de Portago of Spain, winner of the Governor's Cup; Masten Gregory, and Baron Hushke von Hanstein of Stuttgart, Germany, who shared honors in the grueling, 210 mile Nassau Trophy Road Race.

NASSAU ENTRIES

Name and City	Type Car	CC's
M. Gregory, Kan. City	Ferrari	2999
H. von Hanstein, Stuttgart, Germany	Porsche-S	1488
T. Parravano, L.A.	**Merc. 300SL**	**2996**
D. Black, Parkton, Mo.	Ferrari	4496
J. Kimberly, Chicago	Ferrari	4900
D. Duncan, Overld. Pk.	Ferrari	4900
M. Marshall, Coral Gables	Jag.	3442
J. Williams, Miami	Jag.-XKM	3442
J. Morton, Miami Sprgs.	Jag.-XK	3442
A. Young, Palm Beach	Jag.-XK	3442
A. Habersin, Miami	Jag.-XKMC	3442
L. Katskee, Omaha	Jaguar-D	3442
M. De Portago, Paris	Ferrari	2999
L. Lewis, Macon	Jag.-XKMC	3442
E. Lunken, Cincinnati	Ferrari	2900
P. Stiles, Palm Bch.	Aust.-Heal.	2660
J. Orr, Kentfield	**Devin Panhard**	**745**
R. Dreyfus, N.Y.C.	Arn. Bristol	1971
S. Arnold, Warsaw	Arn. Bristol	1971
L. Chinetti, N.Y.C.	Ferrari	1980
C. Finkl, Evanston, Ill.	Mercedes	1897
J Orr, Miami	Austin-Healey	2690
R. Said, N.Y.C.	Ferrari	4954
J. Shakespeare, Centralia	Ferr.	2544
S. Johnson, Greenwich	Jag.-D	3442
J. Mantz, Duarte	**Porsche-S**	**1484**
E. Erickson, Chicago	Jag.-D	3442
D. Forbes, N.Y.C.	Austin-Motto	2660
S. Moss, London	Aust.-Heal. 100S	2660
W. Lloyd, Green Farms	Maserati	2942
D. Healey, London	Aust.-Heal.	2660
C. Wallace, Wash., D.C.	Jag.-D	3442
P. Hill, Santa Monica	**Ferrari**	**2996**
E. Wilson, Caspar Wyo.	Jag-M	3442
H. Morrow, Burbank	**Cooper**	**500**
C. Haas, Lincolnwd., Ill.	Jag-MC	3442
R. Thompson, Wash.	Jag.-MC	3442
Mrs. M. Lowe, Sta Cruz	**Fraz-Nsh**	**1971**
J. Lowe, Sta. Cruz	**Frazer-Nash**	**1971**
A. Pompeo, N.Y.C.	Abarth	1096
D. Vilardi, Tallman, NY	Bandini	746
P. Sparacino, Willston, N.Y.	Jag.-XKM	3442
E. Droesch, Sands Pt.	Jag-XKM	3442
F. Allen, Pittsford	Aust.-Motto	2660
D. Forlong, Tampa	AC Ace	1991
E. Rolfe, Houston	Jag.-MC	3442
D. Collins, Denver	Ferrari	4496
H. Woodnort, Chicago	Cad-Allard	5428
M. Kelly, Nassau	LeMans MG-A	1488
R. Heppenstall, Delray Beach, Fla.	SIATA	1086
W. Gray, Kans. City	LeMans Alld	5775
A. Markelson, NYC	Merc. 300SL	2996
T. Davis, Dallas	Cooper Climax	1096
R. Davis, Bloomington	Porsche-S	1498
S. Weiss, Sacramento	**OSCA**	**1290**
N. Roberts, Nassau	Simca	1098
J. Rutherfurd, Palm Bch.	Jag.-D	3442
R. Kessler, Flushing	Jag.-MC	3442
J. Roberts, Dallas	AC Ace	1993
P. Arnold, Elberon, NJ	Porsche	1488
L. Lee, Miami Springs	Porsche	1488
G. Arents, Stamford, Ct.	SIATA	1996
R. Lavely, Okla. City	Jag.-MC	3442
P. Stewart, Lake Forest	Maserati	2989
S. Spitler, Bethesda	MG-A	1488
C. Kolb, Wash.	TR-A Triumph	1960
E. Crawford, Northfld.	Psche-Spy	1498
R. Fergus, Columbus	Aust.-Heal.	2660
A. Conley, Paramus	Porsche-Spy	1498
D. McKnought, Cranfd.	Psche.-S	1498
A. Bunker, Kans. Cty	Psche.Sp.	1498
L. Cracraft, Wheeling	Copoer	1100
P. Arnold Coral Gables	Jag.-MC	3442
J. Bentley, Pt. Wash., NY	Cooper	500
H. Whitney, Philadelphia	Cooper	500
I. Haskell, Red Bank	Maserati	1496
J. Lucas, Paris	Ferrari	2999
B. Brown, Denver	Abarth	1096
J. Fox, Kentfield	**Cooper**	**500**
Dr. L. Becker, Kentfield	**Cooper**	**500**
F. Windridge, Wash.	Jag.-MC	3442
R. Morgan, Paterson, NJ	Pegaso	2991
T. Buell, Denver	Abarth	1098
G. Waltman, S. Miami	FIAT	570
L. Brero, Jr., Arcata	**Cooper**	**500**
L. Crim, Ft. Worth	Ferrari	1986
P. Norair, Wash.	Jag.-XKMC	3442
J. Sheppard, Tampa	TR-2 Trmph	1960
A. Izquirdo, Bogota, Colo.	LeMans Allard	5780
C. Shelby, Dallas	Ferrari	4400
J. McAfee, Manhattan Bch.	**Ferr.**	**4900**
E. Newcomer, Overland Park	Kurtis Cad	5780
J. Pawley, Stamford	Osca Offey	1490
L. Brero, Arcata	**Ferrari**	**4496**
P. Gougelman, Wilmette	Moretti	1079
H. Hively, Cincinnati	Ferrari	4890
I. Stephenson, Carmel	**Arn Bristl**	**1971**

New Renault Puts Stress On Luxury

For the first time in seven years, a change in policy has been instituted by the manufacturers of the rugged rear-engine French Renault.

This was noted at a preview showing of the new 1956 4CV model four-passenger Renault sedan, when onlookers saw a luxurious small car — the first attempt by the French firm to compete in the world market with other small autos on a luxury scale.

Heretofore, Renault was satisfied in achieving its three objectives—economy, serviceability and durability—and always had been known for its rugged characteristics.

Now, according to John L. Green, Jr., West Coast distributor who displayed the new product, Renault retains the other features while producing a small car that in appearance is second to none.

"New safety component intended to minimize the consequences of possible traffic accidents now make Renault the safest car in the world," Green said.

TOP TRAFFIC CAR

In addition, he pointed out, it is second to none as a traffic car. He cited as reasons tight rack-and-pinion steering, with unequalled turning radius; fast getaway; remarkable economy (45 miles per gallon in city driving) and ease in parking (overall length: 11 ft. 9¾ in.).

Easier and more pleasant than ever to drive, the 1956 Renault offers an improved front suspension, with result that rubber bushings now reduce rebound, vibration and noise. Better engine balancing and an improved motor-mounting system make the car vibration free.

Optional and revolutionary (at $100 more) is the new Ferlec automatic clutch.

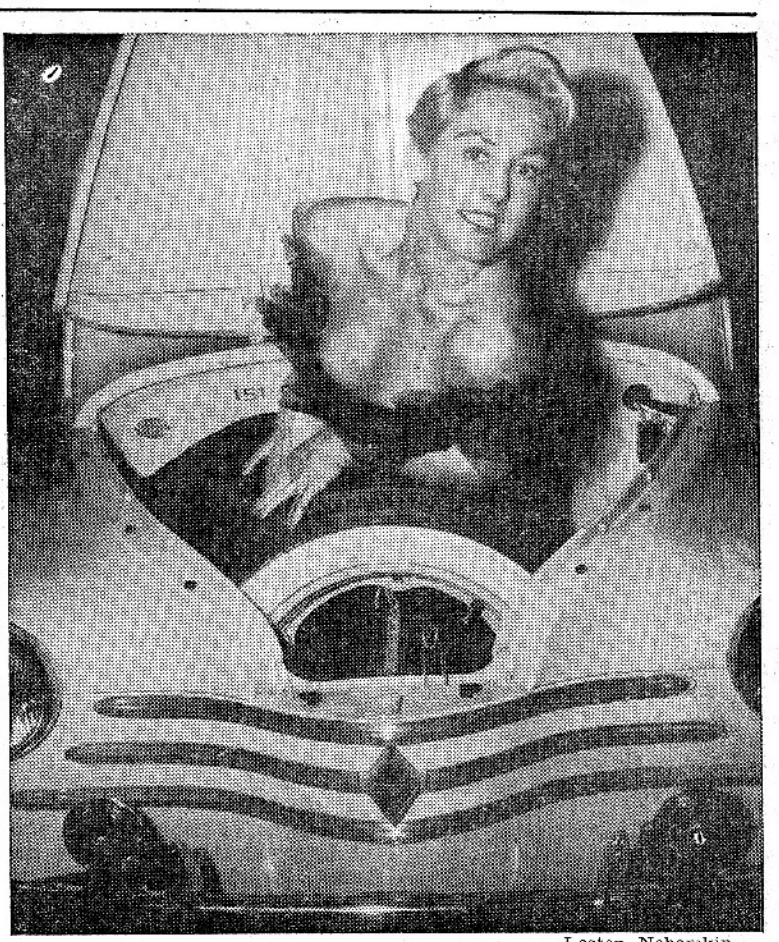
This innovation, an electro-magnetic system, simplifies the driving, since the clutch pedal is completely eliminated, and is replaced by an electro-magnet which is powered directly by the generator.

SAFETY FEATURES

Added safety features include rubber trimming along entire length of the dash-board, in order to lessen impact on the passenger's knees in case of violent braking in emergency stops.

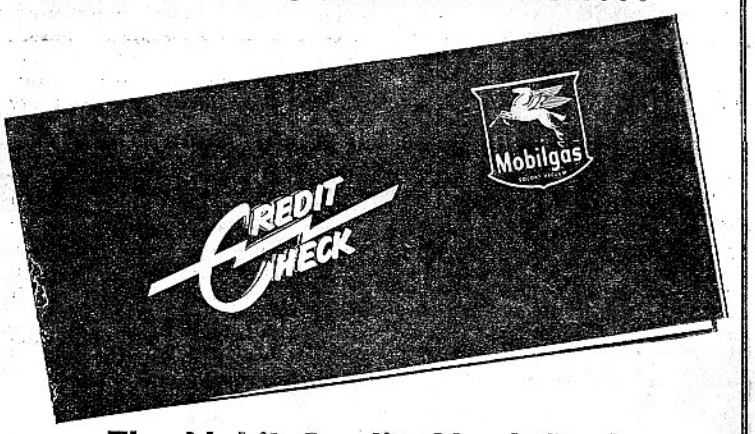
Other modifications include automatic choke, replacing manual choke control; electro-magnatic starter operated by ignition key, replacing mechanical method, and new high-quality red plastic upholstery, which is washable.

With the optional automatic clutch a false move is impossible. A beginner does not have to think anymore about coordination of foot and hand, and cannot stall the engine. Also there can be no declutching and braking simultaneously, a bad habit which drivers acquire at the cost of safety, especially when going down-hill.



Lester Nehamkin

NICE LUGGAGE—Beauteous Gloria Painter demonstrates the commodious luggage compartment in the new 1956 French Renault sedan. The rear-engine car places added emphasis on appearance.



The Mobil Credit Check Book

Beats Them All!

With your Mobil Credit Check Book, you can drive into any Mobil Dealer for New Grade Mobilgas, Mobilgas Special, or other Mobil products, sign one of the checks in the handsome check book, and you're on your way. Just as easy as that. You haven't spent an extra second digging out cash money and waiting for change. And in the case of a tire purchase, your friendly Mobil Dealer knows, as a holder of the Mobil Credit Check Book, that your credit is good.

The Mobil Credit Check Book affords you dual protection—your own signature and your individual code that is punched out on each purchase ticket. Stubs securely bound in the book provide you with an accurate record of your car expenses. As an extra convenience, your book is automatically renewed before your old one is used up.

Here is your opportunity to apply for your Personalized Mobil Credit Check. Fill out and mail the attached coupon today. Send to Dick McEntyre, General Petroleum Corporation, 612 So. Flower, Los Angeles 54, Calif. Send in your coupon within two weeks and we will send you free of charge one of the attractive Flying Red Horse key-chains, a souvenir of the Palm Springs Road Race. Name, date and location in gold on the back.

Mobilgas

DICK McENTYRE, General Petroleum Corp.
612 So. Flower St., Los Angeles 54, California

Please send me Mobil Credit Check Book Application Form:

Name _____

Address _____

City _____ Zone____ State____

READERS LAUD MOTORACING

(Continued from Page 2)

Anne, how on earth do you find time for this on top of everything else Congratulations to you, too.

That Void Filled

Since the bug bit me about three years ago, I and my family have attended almost all sports car races in Southern California. But there was always something missing. Now I know what—MOTORACING. Your publication fills that void with its "inside" stories and details.

Thank you. Put me on your subscription list.

Frank Miller
Hawthorne, Calif.

Help for Redding

As an original charter member of the Thunderbird Foreign Car Club of Pomona, we are attempting to form a charter here in Redding, Calif. There are not too many foreign car clubs this far north and we need help to grow from the start.

I have encountered a bad problem along with many other enthuslasts for parts, such as plugs, headlights, fan belts and service. Can you give me an address for above type of things for MGs, Jags and Healeys.

A VW dealer in town who services only VWs said he would stock parts if he knew who to contact. I have a Healey 100 and I need a couple of parts bad.

Bob and Wanda Luedcke
Redding, Calif.

(ED. NOTE: Your best bet is to contact British Motor Car Distributors, 1800 Van Ness Ave., San Francisco, who handle the MG, Jag and Austin-Healey. They can put you in touch with the closest dealers. Another bet is Austin Motor Co., 600 Gough St., San Francisco, a parts depot which has complete parts for the Austin and Austin-Healey.)

Thank You, Betsy

Herewith $5 to send "free sample" copies to prospects who might be interested. You've done effective work in this, in my humble opinion. Motoracing deserves circulation.

Betsy
Glendale, Calif.

(Ed. Note: Four subscriptions were entered in your name and sent to four local veterans' hospitals. Thank you very much.)

His Palate Tickled

Accolades to Motoracing on a most effervescent and newsy publication.

As a racing news gourmet, the refreshing impact of this fine paper has certainly tickled my palate. Keep up the good work, amigos.

A. E. (Al) Dean
Paramount, Calif.

It's in the Family

I think your newspaper is one of the best I have ever read. There are not very many papers giving very much information on sports car events. My father owning a Moretti coupe and my mother being secretary of the Women's Sports Car Club, I have to live with it.

I am also an ardent fan and a good friend of Jack McAfee and I have a scrap book on him. I especially liked the copy on Torrey Pines because you had a picture of him and plenty of information. I thank you and hope you keep up the good work.

Dick Jones
Glendale, Calif.

'Idiots'?

Enclosed you will find a check to cover a full year's subscription for the following idiots who are interested in road racing:

Joe Smith
Sherman Oaks, Calif.

(Ed. Note: Names are omitted because of possible objection to being termed "idiots.")

Seven Lucky Friends

I want to thank you for the issues of MOTORACING you have sent. I also want to take this opportunity to congratulate you on this much-needed paper and the manner in which it is put out. "Pro's" will always tell. Congratulations.

Please find the enclosed check to cover the seven subscriptions I would like to have mailed to the following parties.

Louis E. Brero
Arcata, Calif.

This Lady Is Sharp

Please enter my subscription for your most interesting paper. I am enclosing my check for $1. Incidentally, after reading the issue at hand, may I suggest that your biweekly is exactly what the doctor must have ordered if motor racing is to continue.

Lately, it seems to me—particularly since the James Dean accident—there has been much bad publicity and criticism re this exciting—and highly specialized-sport.

We, the lay public, are accustomed to luxury and comfort of our smooth-running cars — with controlled speed, controlled throttling and diminuation of that speed, with still-controlled power stops—gradual or abrupt. We are prone to overlook the background to the Motorama Miracles of 1956. No magic wand produced them. The leap from Models A and T of the industry to the Buicks, the Jaguars, the Thunderbirds, for example, was not merely result of telephone doodling or wishful desk-thinking. It was the hammering out and shaping by trial and error, and hard, grinding reality, for which motor racing has played a spectacular, but all-important part. Accidents, smash-ups — both among the laiety and among professionals — have contributed, most regretably, to the advancement of the Motor Industry and the progressive—and ultimate—safety of John Q. Publicus, when he loads the family jalopy with the wife and kids for their Sunday drive.

Transportation is Movement. In the development of movement there are necessary hazards. Name me one Transportation Industry—clear back to the old Horse-and-Buggy-Days—that was without its casualty list. I had an ancestor who swore he would never set foot in one of those "new-fangled" surreys—"too dangerous." He was killed by the horse he was riding.

Because of the very prominence of the Jimmie Deans of sports car racing. The public is quick to record heavy disapproval of this sport. Yet it is these very tragedies that have provided informative background for close, exhaustive study into the whys and wherefores. And it is the right answers to these multifold problems that bring the rank and file motoring public somewhat closer to Motor Milennium.

Elizabeth F. Phillips
Glendale, Calif.

Clubs Stirred; Upheaval in Car Council?

Conditions now existing in the Southern California Council of Sports Car Clubs have forced the Singer Owners' Club to withdraw its application for a date for its third annual hill climb, according to Jack Crosby, SOC president. Official announcement will be made at the next regular meeting of the council.

The move was prompted by the inability to find a suitable open week-end after the racing organizations had selected 19 dates on the council calendar, Crosby explained. The originally allocated time in early August was abandoned when action by the fire department made it evident that the high fire hazard during this period made acquisition of a hill site virtually impossible.

CROSBY EXPLAINS

Competition with the racing clubs for spectators and competitors and conflict with holidays, such as Christmas, made the selection of another open date futile at this time, Crosby continued.

"But this does not mean the SOC has given up plans for running its hill climb," he hastened to add. "If one of the racing clubs should fail to use their date, we may be able to utilize it."

Information from reliable sources indicates that at least four other clubs belonging to the council are backing the Singer organization in this move. The president of one of these groups is reported as saying that due to the existence of a similar problem facing his club, they may find it necessary to hold their annual event without council sanction.

With the Weaker (?) Sex:

• Soprano Exhaust Notes

By Elaine Bond & Amigo

SINCE THE FEMALES of the species known as **aficionado** have gathered unto themselves an incorporation paper and now have legalized the time-tested Women's Sports Car Club to represent them, leave us have the debut of this bid for Mr. Pulitzer's bric-a-brac devoted thereto. And so it shall.

And it's only fitting and proper, since the air is full of sound and fury signifying something. That something is the bit of democratic entrapment known as elections. Nominations have been made and the struggling and screaming nominees have been firmly locked in the broom closet where they shall remain until the ballots are cast.

NOMINATIONS LISTED

Those nominated are: President: Viola Jones, Pat McAfee and Jay Lamona; vice-president: Gloria Dearborn and Anita McKusick; recording secretary: Gladis Bennett; corresponding secretary: Simone Olson, Carmella Clark and Myra Jones; treasurer: Jo Lancaster; press and public relations: Elaine Bond; race coordinator: Sunny McBride and Ella May Downey.

Incidentally, with the clubs dicing all over the terrain next season, the race coordinator is going to get a short snifter of financial brandy for her failing pocketbook. Since this gal is stuck with the project of bringing the sponsoring organization and the WSCC together without danger of either aggravated assault or something worse, her presence is often required at race meetings at time above and beyond the call of a dutiful bank account.

SHE NEEDS $ HELP

Although the clan can't give already worn purses a face lifting, it is going to dip into the kitty for $20 worth of loot to help defray expenses on race weekends. (Who WAS that we heard screaming in anguish just then?)

Since we are making heavy with the verbiage about the WSCC and since the "Duke Wonders" to the point of hysteria about it, the Duke might be relieved (also polished and ported) to know that the incorporation papers read sportS. The little misspelling that nearly caused convulsions was a hangover from the early days of the club. And the first wiseacre who makes anything out of that "hangover" phrase gets a free connecting rod massage.

WISH TO HELP

In the event that some of the readers (females only, pliz are developing mental callouses from back-seat dicing and would like to work, membership information can be obtained from Pat McAfee, 2608 Oak Street, Manhattan Beach. Telephone, FRontier 4-7823, and if a man answers it isn't necessary to hang up.

Until next time . . . keep your powder dry.

Pro-Backer Asks Questions:

• Who Are Amateurs?

By Jacques Bellesiles

THERE ARE a couple of interesting race notes I'd like to pass on to you:

1. In early December, a "Speed Week" is being held in Nassau, Bahamas. Selected participants have the following expenses paid in full: freighting the race car to Florida, shipping the car to the island, all room and board, expenses for the driver and pit crew, and "miscellaneous expenses."

2. There are two races being held in Mexico this December which offer several hundred dollars in prize money to the first three cars.

Many of the top drivers of the SCCA and the CSCC will be at one or the other of these races. Am I the only one whose intelligence is insulted by the absurdity that a driver can race for expenses in the Bahamas or money in Mexico, but not in the United States?

'HIGH SPEED CRASHES'

In the last issue of MOTORACING, Roger Barlow said: "The professional promoter (must) offer the promise of high speed crashes . . ."

Thus, Barlow implies the recent pro road race at Willow Springs wasn't a road race at all, but a circus of blood and gore. Let's carry Barlow's statement to its logical conclusion: since LeMans is a professional promotion, they should draw five million people next year. Now really, Roger, this is too much.

• • •

RULES ARE RULES

I would like to take up the dispute regarding push starts. The rule in the Western Sports Car Conference states: ". . . there shall be no push starts . . .". A flat statement — no equivocation, no question of intent, and no room for interpretation. No matter how you feel about John von Neumann personally, he is right. The real point is that this rule, like so many of the rules being used, is ridiculous. Now is the time for an intelligent reappraisal of the sports car picture in California.

• • •

We are coming to that time of year when the famous CSCC "democratic" elections are held. For the uninitiated, the candidates are not nominated by the club membership, but by a nominating committee composed of what appear to be close friends of the incumbent officers. The incumbents thus become, in effect, a self-perpetuating group. This is also known as inbreeding, which produces three-headed, pink-eyed monsters.

• • •

ANOTHER PRO RACE

In the next issue I hope to have all the information on the next semi-professional race. In the meantime, if you have any questions, drop me a line.

SUBSCRIBE NOW—TODAY

MOTORACING'S free list ends soon, so to insure not missing an issue, subscribe today. Fill out the handy blank on page 3. Rate goes up after first of the year.

Classified

WANT to sell that car? Looking for a bargain? Something to trade? Services to offer?

Most inexpensive way to advertise in **MOTORACING** for best results is in the Classified Column.

Rates are 10 cents per word. $2 minimum per ad. CASH must accompany all orders. Copy 10 days in advance of publication date. Next publication date: Dec. 16-23.

MOTORACING, 8826 Sunset Blvd., Los Angeles 46, Calif. CRestview 6-7165.

BUY, SELL, TRADE

LET'S SWAP a lot in Arrowhead Village, 75x75 ft. for a clean MG TD or 1300cc Porsche. Ralph E. Phillips. GRanite 2-3628

1955 PANHARD SEDAN. Latest model. Perfect condition. Can trade on VW. Stan Mullin. MIchigan 2301.

FOR SALE

MOST SUCCESSFUL KURTIS IN THE COUNTRY. THIS MACHINE HAS TAKEN INTO CAMP MOST OF THE FERRARIS ON THE COAST. HERE ARE A FEW OF THE REASONS: 15/16 but no stroke Cad engine. Equipped with "Herbert" roller tappets and 270 cam. Full Magspark ignition. Four "97" carbs. There may be more powerful plants around, but none more reliable. Equipped with latest Halibrand "Spot" brakes. These are real "binders." Halibrand spool rear axle, splined axle shafts, quick change with full set of gears. Ten Halibrand wide base magnesium wheels all with tires. Two of them brand new. Two gas tanks each with its own pump system. Many other "goodies." This car with all spares: $5500. Louis E. Brero, 122 Mill St., Arcata, Calif.

TROUTMAN - BARNES SPECIAL — First in class, Santa Barbara, second overall. First in class, Torrey Pines, second overall. Halibrand wheels, gear changes, auxiliary fuel tank. Front and rear jacks and other extras. Perfect condition, also fully licensed. 4800cc Mercury engine, Halibrand quick change rear end, Body aluminum, completely and quickly removable. A car for one who appreciates attention to the smallest details. Priced at $4500 complete. Phone Dick Troutman, HO. 7-1900.

1928 PIERCE ARROW 81 sedan. About 80,000 miles. Many extra parts—well worth rebuilding. Write H. M. Donovan, 6829 Rugby Ave., Huntington Park, Calif., or call LUdlow 1-7141 for an appointment to see this car.

ARNOLT-BRISTOL—'55 deluxe model, white custom paint, genuine leather upholstery, 3400 miles, 90-day personal written warranty, bank financing arranged. Duplicates of all major parts. Rudy Cleye, DU. 77524.

SYNCRO-MESH LOW for Ford gear box. Ideal for Allard, Kurtis, or Special. Never used. Cost $300. Sell for machining bill—$225. VE. 94727.

$550 FOR EQUITY in 1953 modified Jaguar, dark green, 21,000 miles, radio, heater, tonneau cover, windwings. Call Ed, AN-11736, after 7 p.m.

DO-IT-YOURSELF Ferrari Kit. 2.3 Touring bodied coupe. Engine apart. Many new parts. Call Henry Manney, WE 13835.

SERVICES

RIDE WANTED: Cash shortage sidelines No. 202—experienced competition driver PAUL WENGER (5 races, 2trophies) available for Palm Springs SU. 38411, days.

YOUNG RACING enthusiast willing to be supported by woman owning a Monza Ferrari. Contact Lance Reventlow.

BRITISH AUTOMOBILE CO.
Austin & Austin-Healey
Sales, Service & Parts
6366 De Longpre HO. 2-6437
1 Blk. S. Sunset, 1 Blk. W. Vine

RACING ROYALTY—Phoenix Promoter Ernie Mohamed sports turban as he's named "Arizona's Maharajah of Speed" during AAA 100-miler he staged recently. Gals are Lu Hall, left, and Moline Shirley. Mohamed's race broke attendance and purse records, topping all Western AAA payoffs to boot.

(Reprinted from the Valley Times)

SPORTS CAR NEWS

By CHUCK EASTMAN

SPARK GAPS . . . Gus Vignolle and "associates" have uncorked a new publication called MOTORACING. A tabloid on news stock, it proposes to cover all phases of the racing, rally and what have you fields of sports car motoring. With 10 races announced for 1956 by the CSCC alone, Gus should not want for material. Let us hope he also does not want for advertisers.

Championship Rallye Dates Set by Council

Since the inception of the Southern California Council of Sports Car Clubs in 1953, there has been a constant demand for a series of championship rallies to determine the best rallye team in Southern California.

1956 will be the first championship year. For the past few months, member clubs have been submitting dates for different type events. First choice of dates went to the racing clubs (due to the vast amount of leg work necessary to putting on a race). Most of the remaining dates have been requested by the non-racing clubs.

RULES ARE SIMPLE

Ten clubs have asked that their events be listed as championship rallies and this was decided at a special meeting.

Rules for a championship rallye are simple — the event must last at least six hours and fully conform to Council rules and regulations.

Duplicate points go to driver and navigator, although in order to qualify for a trophy one must be a member of the Council.

Awards will be made at the annual Award Dinner in January, 1957, time and place to be announced at a later date.

Rallye dates (1956) approved by the Council:

San Diego SCC, Don Diego rallye, Feb. 19.
SCCA, Spring rallye, March 25.
Lockheed SCC, 4th Annual 24 hour rallye, May 6-7-25.
Long Beach MGSCC, 2nd Annual Great Western, June 8-9-10.
So. Calif. SCC, 12 hour rallye, June 16-17.
Compton FCCA, Over the Hill rallye, June 30.
San Fernando FCCA, 2nd annual Big Bear rallye, Aug. 4.
L.B. Douglas SCC, 2nd annual Farrar rallye, Aug. 12.
Santa Monica FCCA, 2nd annual rallye d'Oro, Aug. 24-5-6.
Douglas SCC, 2nd annual Desert rallye, Sept. 29-30.
Submitted by Buzz DeBardas, Publicity Chairman, So. Calif. Council of Sports Car Clubs.

WHITE IS COOLER

Experiments by automotive body engineers reveal that when a white-topped car is parked in the sun next to a black-topped car, the former remains 15 degrees cooler inside.

HELP WANTED MALE

JAG OWNER badly needs three salesmen who would like to enter the insurance business. Wonderful hours that will not interfere with races, rallyes, hill climbs, or club meetings.

Prefer the type of man who is shooting for a 300SL. Leads provided plus training and much discussion on the merits of a Jaguar over anything. See Buzz De Bardas, 1246 La Cienega Blvd., Room 211, Los Angeles 35, Calif.

Personalized Service for Your Imported Car and at the RIGHT PRICE

Repairs and Modifications by

Bob Woods
Frank Aldhous

We Service All Foreign Makes

Body & Fender Work By Curly Davis

Bob Ray Woods

657 No. Vermont Ave.
(Corner Melrose)
Los Angeles 4
NOrmandy 4-3216

RENAULT FRANCE

Renault Parts Depot
West Coast Distributors Inc.

OLYMPIC INTERNATIONAL MOTORS
The *FASTEST GROWING FOREIGN CAR DEALER*

Austin '56 from $1895
Morris '56 from $1445
Hillman '56 from $1445
Renault '56 from $1399
Healey '56 from $2895
MG '56 $2195
MG Magnette '56 $2495

HOLIDAY USED CAR SPECIALS

(Available at Time of Going to Press)

Healey '54 Blue upholstery exc. condition, extras $2195
Jag. XK120 '53, green, Lge. carbs, exc. cond. throughout $2295
MG TF '54, red beauty $1395
MG '53, red, extras, new top. A jewel $1195
Healey '55, white with red upholst. Near new, radio, etc $2695
Triumph, '53 Sedan, royal blue, WW $595
Austin '48 Sedan. Wonderful economy $245

SERVICE SPECIAL!
Major Tune Up .. $10.00
Minor Tune Up ... $4.00
(plus parts)
Brakes Relined
Parts Included $17.50

AND MANY MORE FOREIGN CARS TO CHOOSE FROM

OLYMPIC INTERNATIONAL MOTORS
5766 Hollywood Blv.
HO. 4-6163
Easy-to-Reach Address: Hollywood Blvd. at Freeway

More on those Sedans

By Cabazon

THERE HAS BEEN a good deal of ill-tempered and intemperate discussion about the problem of sedans in sports car racing.

Most of the opposition has come from the organizers of these races, who would seem, on first glance, to have little or no valid reason to segregate or ban these spirited little machines. There are reasons for this apparently haphazard discrimination, however, which we as the head of the Cabazon Chapter of the NAASS (National Association for the Advancement of Small Sedans) shall shortly explore.

Who are the people seeking to race these cars? First of all, let us consider the dealers. They have something to sell and racing their product is at once the most positive and nearly the cheapest means (watch that tax deduction!) of advertising it. If they can prove that their Miguel-Raton one-cylinder four-door sedan can blow off all the Myna-Boneheads, Vogelsangens, Bourgeaultes, EKK's (eine kleine kuchen) and all the other little meat grinders plus a few alleged sports cars down the straights and beat a few Poguars and Mallards through the corners, they, in the immortal words of the great gray Greek sage Aristotle Vasinopolous, have got it made.

THE POOR OWNER

These dealers have done most of the screaming because they are being stabbed where the money is when they are confined to a small separate race. However, the character for whom we must bleed is the private owner of a sedan who wishes to race.

He is generally driving one of the Continental bread-and-butter-saloons because finances or family size (or, rarely, a sinus condition) mitigate against his owning a sports car as such.

He could just as soon own one of the so-called "low priced three," but generally has just gotten out of one because of poor gas mileage, gouging by the dealers, the increasing size of the cars, or just tired of meeting himself coming around the corner.

Somebody at work has a VW or Renault, takes him for a ride, and he is a gone goose. After a few trips up and down Sepulveda, he wants to race.

HE HAS A BALL

In practice he has a ball seeing how much faster he can go through turn one than all the rennwagen and demonstrating the advantages of independent rear suspension and/or front wheel drive on the bumpy bit on the backstretch. So for his $99 entry fee he gets five laps with a bunch of dull old sedans. Hah.

So what's the complaint? The organizers squawk "Unsafe! Unreliable! Unpopular!" Pfui. Unsafe? Count the dinged fenders and wrinkled bodywork after the race . . . the stock under 1500 race, that is. Unreliable? Count the tearful appeals for towbars, axles, and bearings over the PA for a popular make of two-seater. Unpopular? Name me the largest selling imported car.

The real reason for this rank discrimination is not hard to find. The people who sell sports cars do not like being shown up as selling a product which gets rat and reunchy in a very short time and comes to rest clanking and steaming while our trogdolytic Topolinos trundle silently around.

SPEED MAIN INTEREST

Secondly, several of the better known drivers have apparently decided that anything that slightly impedes their lofty progress in the Mittian pursuit of the coveted Hero Driver badge should be dispensed with.

Not only that, photographs of them really doing it through the bend become less inspiring with a full four-door sedan in the background . . . keeping up, too. Off with their heads. And look, you, they feel this way about all stock equipment, whether fast or not.

You have been warned.

WILLIAMSON MOTORS
TRIUMPH TR-2
1315 So. La Brea, Los Angeles 19, Calif.
WE. 3-4133

Warren Olson
Sports Car Service

Invites you to inspect its completely new facilities

at

631 N. Robertson Blvd.
Los Angeles 46, Calif.

from

8:30 a.m. to 6:00 p.m.

CRestview 4-1752

U. S. SPORTS CAR RACING WIDENS AFTER DEATH KNELL IN 1937

By Jim Mourning

FOLLOWING WORLD WAR I, automotive sports went into a marked decline in Europe, and the U.S. was considered the road racing center of the world. Road racing on the continent got rolling again in 1921, when the French Grand Prix was run at Le Mans. Jimmy Murphy walked off with top honors in a Duesenberg, the only time an American entry ever led the way home in this famous event. During the decade between 1924 and 1933, Alfa-Romeo, Delage and Bugatti (and later Auto Union and Mercedes) dominated the European racing scene, with the U.S.'s most important annual event, the classic at Indianapolis, being pretty much the province of the Miller.

It was during the period that the greatest advances toward modern day sports cars were made. The reason behind European imports dominating the sports car picture is not pure chance.

Closing Chapter on Sports Cars

MOTORACING presents the third and final installment of a series tracing the evolution of the sports car and its association with road racing, both in Europe and the U.S.

The series came from the busy typewriter of Jim Mourning, prolific automotive scrivener recognized as one of the top authorities on sports cars.

In the concluding chapter the MOTORACING staff writer tells how road racing faded in this country back in 1937 and the resurge of the sport at the end of World War II.

ENTHUSIASM EBBS

When formula racing came along and set forth definite specifications for both motor and chassis, cars had to be devolped that adhered to these regulations if they wished to enter European competition. With enthusiasm for road racing at a low ebb in the United States, there was no incentive for manufacturers to so limit their cars and they developed on a tangent to the European products.

It was also during this period that one of the world's most popular sports car, the MG, came into being when Cecil Kimber built a hot-rod Morris that created much interest and excitement.

Meanwhile, in the United States, the American versions of the sports car, such as Cord, the Duesenberg, the Auburn and the Stutz, were at their highest point in popularity.

With America's top competition attraction no longer a true road race, a comeback in this field was attempted by staged a revival of the Vanderbilt Cup races. The starting grid that October day in 1936 was spotted with such all-time greats as Tazio Nuvolari, Bernd Rosemyer, Dick Seaman, Rudolf Carraciola and Rex Mays. But despite the excellent pre-race buildup and a large attendance, the event was a financial failure.

The following year, big time American road racing gave its last gasp at the Roosevelt Raceway on Long Island in a second attempt to revive the Vanderbilt classic. This time a pitifully small crowd was on hand to watch Auto Union walk away with first place, with Mercedes finishing second. Had the sport survived, it is highly probable that formula racing would have eventually led to the development of a true American sports car.

The death of sports cars in this country has been attributed to two things: the effect of the depression of the 1930s and the influence of women.

Since, with few exceptions, early sports cars were so expensive as to be classed as a rich man's plaything, the depression dealt it a staggering blow. Most former enthusiasts now found themselves unable to keep a sports car and those who could felt that it might be considered a vulgar display of wealth. Thus the age of automotive conformity began its development.

A short time late, the Detroit executives came to the realization that while the men of the country earned the money, the women accounted for a majority of the spending. Taking their cue, the American automotive industry began developing cars that would appeal to the women, putting more and more emphasis on color, style and appearances and less on handling, roadability and performance. They gambled on the fact that automotives was such a new field for the American woman that she would not detect the lack of things the men had most desired. To this day, the validity of this assumption and its effect on automotive design is a topic for debate.

SPORTS CARS ARRIVE

As the severeness of the depression slackened, a trickle of sports cars began arriving in the United States, bringing with it the germ of America's first really active road racing organization, the Automobile Racing Club of America.

Springing up on the East Coast, this group ran several successful events, climaxed with the New York Grand Prix on the World's Fair grounds in 1940. The club flourished until World War II. But with the rumblings of this second world war, motor sports came to an end everywhere for all practical purposes.

The automotive revolution which brought sports car back into prominence began when returning GIs brought with them a burning enthusiasm for the quick little cars they had driven while stationed in Europe. From that day to this, the field of sports car racing has been an ever-expanding one.

Notes and Gleanings From

• Myra's Clipboard . . .

By Myra Jones

GRAND CENTRAL NOTES

THE BEAUTIFUL Alpha Romeo Bat, owned by Al Williams of the Fairmont Hotel in San Francisco, was sideswiped as it was being taken out of the warehouse for the trip to Glendale. It was brought down on a large flat-bed truck. As it arrived at Safety Inspection it looked like a Space Ship from Mars. Ray McLaughlin drove the Bat in the unrestricted class. In the second race he placed fifth in class D with his Austin-Healey Le Mans.

Tommy Jamieson—Simca Crosley named "Full House Mouse." Busy trying to find some more mice to make it go faster. He is a Burbank police commissioner. Can you talk the city fathers into letting us come back again?

True sportsmanship—Watched a well known driver sharing his spark plugs with a competitor.

Bill Freidauer—Porsche Speedster—race 1, locked in second gear and clobbered a hay bale and then someone clobbered him from the back before he could get out of the way. Can you match that "yellow" paint, Bill?

● ● ●

John McLaughlin . . . driving Ray Gage's Austin-Healey, had a flat tire. He says it is a real "squirrelly" feeling driving with a soft left rear tire.

Duane Fuerhelm . . . driving a home-built Formula III dragging his whole tail section. Did you find all the pieces, Duane?

Dusty Mahon equipped his young son with a set of earphones to filter the noise of the cars.

Quite a thrill to see the line-up of expensive equipment in the Von Neumann pits.

Tom Groskritz, Jr., Glendale . . . driving the ex-Riddel Gregory "C" Jaguar.

Max Balchowsky—Doretti Buick—lapped in 1:30.

Dr. Edward Boyd, Costa Mesa, busily taking his MG Special off of the trailer. It is the former Randy McDougall MG and then Ralph Phillips put on the streamlined body. In other words, it has seen a lot of racing.

Some of the drivers reported "marbles" on turn one.

Ron Pearson, Gene Klein MG Special, had plug trouble and sat out most of the race at the start-finish line. He drove it across the line, then received the checkered flag.

Bill Devin lost one cylinder from his two-cylinder Devin Panhard and had to drop out.

Bob Drake couldn't get used to the new tires on Dorothy Deen's Tr 2, which caused the front end to skate and the car mishandled. He hit a hay bale—someone reported he flew over six of them—and finally returned to earth. Neither car nor driver was injured.

● ● ●

Bill Louden had a nice fat dent in the rear of his OSCA as the result of coming in contact with a hay bale.

Eric Hauser came into the pits with the Victress or Buford Special. Lots of steam. Max Balchowsky drove awhile after it cooled off and they finished the race.

One safety inspection team refused to pass a car through inspection because it was "too dirty." Good work, fellows!

Tiny Pretzinger, popular "boss" of the General Petroleum trucks, reports they used 3000 gallons of gasoline and 140 gallons of oil during the Glendale race weekend.

● ● ●

The new VW bus belonging to Gladis and Sumner Bennett certainly received a fine initiation. It was used as scoring headquarters for the members of the Women's Sports Car Club. Carol Mourning had a well organized team which produced accurate results of each race almost instantaneously . . . And again Otto Zipper's VW bus, from Precision Motors, utilized as Press Hq., proved a big hit.

Earl Cowden's mimeograph machine was a big help in getting results out to the press so quickly. Members of the WSCC were busy typing and mimeographing the results as fast as they came from the scorers.

PATRONIZE ADVERTISERS

For best buys in sports cars and other automotive accessories, patronize MOTORACING'S advertisers. Check the classifieds, too.

DRIVER EDUCATION

About one-fifth of public high school systems in the U.S. provide programs for driver education.

Motorcycling . .

By Spencer Sprocket
Motorcycle Editor

JUST BACK from Columbus, Ohio, where the American Motorcycle Association's annual meeting was held, are two Southern California representatives, Earl Flanders, Pasadena, and Aub LeBard, Los Angeles, with some news concerning the coming year's events.

SPENCER SPROCKET

First of all, there will be ONLY SIX National Championship events for the year, two of which are in California. The "cross country" will be the Big Bear Hare and Hound, sponsored annually by the Orange County M/C; the other is Bay Meadows. The "Bear" will be held January 8. According to LeBard, the first gas check will be at the start, instead of all the confusion for crews to get back into Lucerne.

One of the biggest concessions made at Columbus was the change of compression ratios from 8 to 1 up to 9 to 1. Other changes not officially sent out in the mail are the dropping of "amateur status" (there will be two classes, A and B riders), and the name class C has now been changed to Formula C.

NEW TROPHY-BIRD

One of the biggest changes in imported cycles will be the new Trophy-Bird to be shown by Triumph. The Trophy-Bird is the 500cc Trophy with the new improved 500cc Thunderbird engine, which I believe will be a welcome powerhouse to the more expert sporting rider.

In addition to their Tiger, Tiger 110, T-Bird, Speed Twin and the aforementioned Trophy-Bird and Trophy Scrambler, many improvements have been made on both the little Terrier and Tiger Cub, the 150cc and 200cc models.

Larger gasoline and oil tanks have been fitted on these two models, with larger size tires on the Tiger Cub. The popularity of the Tiger Cub has been so great that it has been mentioned as "the greatest motorcycle pound for pound ever produced in England."

Other manufacturers and distributors of cycles will be covered in subsequent issues of MOTORACING.

● ● ●

A great deal of credit goes to Bill McKay and Cliff Onan, who have combined their talents in producing "Icycles," a cycle game played on an ice rink, using small cycles and scheduled every Saturday night at the South Gate arena. Reservations can be made by calling LOrain 6-7788.

At Willow Springs, where NASCAR put on a stock car raoe Nov. 20, motorcycling personalities were in full bloom. From HOT ROD magazine were Dick Day and Ray Brock, a couple of cycling friends.

Among the drivers and pit crews hardly a person present has not had some connection with motorcycles. Chuck Stevenson's winning Ford was prepared by Chuck Daigh, Long Beach, a great "Harley-man," while in Johnny Mantz's Mercury pit, Vern Houle and Bill Stroppe are "cycle lovers." Houle is still working on his blown Square Four Ariel.

NOTABLE CYCLISTS

Come to think of it, regarding the recent blast by Paul Vest (or was it Coats), in the Los Angeles Mirror News that "all motorcyclists are bums"—I wonder if he was referring to other newspapermen? Mr. David Hearst, publisher of the Los Angeles Herald-Express, is a cyclist. The new general manager of the Hillbro Publishing Co. (L. A. Examiner - Herald - Express), Victor F. Dunsmore, is an oldtime motorcycle rider.

And come to think of it again, Clarence Beesemyer, vice-president of the General Petroleum Corp. (Mobilgas-Mobilcil), was a preminent motorcycle rider some years back. Let's see, there are other "bums" — Charles Lindberg, and a smiling gent residing in Denver, Colo., recently, affectionately called "Ike."

MICHELIN "X" TIRES
For Fast Cars
Hal Moody's Tire Service
4698 San Fernando Road
Glendale 4, Calif.
CH. 5-5119 Cl. 1-1123

B C
Blarney Castle
RESTAURANT
AND BAR
"Where Sports Cars Meet"
DICK O'NEILL
RUDY CLEYE
623 S. Western Ave.
(near Wilshire)
DU. 7-7524

MOTORACING
8826 Sunset Blvd.
Los Angeles 46, Calif.

POSTMASTER: If addressee has removed please notify sender on FORM 3547 Postage for which is guaranteed.

BULK RATE
U. S. Postage
PAID
Permit No. 240
Culver City, Calif.

The D. K. W. 3=6

Germany's Most Sensational Low Priced Car

AUTO UNION DKW

Product of the Auto Union

Only 7 Moving Parts per Engine

WINNER

- European Touring Car Championship, 1955
- German Championship for Touring Cars
- 19 International Competitions
- 18 Victories:
- 3 First Places in General Classification
- 15 First Places in Class

Brandt & Bryant
1244 S. La Brea,
Los Angeles, Calif.

Brewster Grey
1111 American Ave.,
Long Beach, Calif.

Harris Motor Co.
2191 Thompson Blvd.,
Ventura, Calif.

Clyde King
521 E. 1st St.,
Santa Ana, Calif.

Koop Foreign Cars, Ltd.
638 W. Main St.,
Alhambra, Calif.

Lathrop G. Hoffman, Inc.
1905 S. Figueroa St., Los Angeles,
6003 Pacific Blvd., Huntington Park
9717 Wilshire Blvd., Beverly Hills

The Liliana Corp.,
445 Kaiolu St.,
Honolulu, Hawaii

Nick Pastor
3451 Firestone Blvd.,
South Gate, Calif.

Potter Motor Sales
8918 Garden Grove Blvd.
Garden Grove, Calif.

Pan-Am Motor Co.
309 West 31st Ave.,
Amarillo, Texas

H. W. Robb & Son
454 North White
Pomona, Calif.

Satori, Inc.
143 S. Glendale Ave.,
Glendale, Calif.

Peter Satori of Calif., Inc.
325 W. Colorado St.,
Pasadena 1, Calif.

S-P Motors, Inc.
4201 Central Ave. N.E.,
Albuquerque, New Mexico

Shidler Motor Co.
9th and Broadway,
Wichita, Kansas

Suburban Motors
445 E. Anaheim
Wilmington, Calif.

Thoroughbred Car Co.
4217 N. Western Ave.,
Oklahoma City, Okla.

Archie Walker, Jr.
Imported Cars,
4317 Excelsior Blvd.,
Minneapolis, Minn.

Peter Satori Co., Ltd.

Importers and Distributors, Western United States

325 W. Colorado St., Pasadena 1, Calif. SYcamore 6-0209; RYan 1-8362